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344 • February 2002

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# TakingItEasy

A robber of a One Stop Grocery got away. The store was packed with people at 9 p.m. when he suddenly appeared with his hand in his pocket **pointing a "gun"** at the clerk. He shouted, "Everyone freeze, don't move. You know what that means." But everyone ignored him. He snatched some beer from the cooler and shouted again, "You people don't understand. I really mean it." One customer told him he could get in trouble talking like that. So he finally did some cursing, complained again that no one was listening to him and left with the beer. (That's enough to deflate anyone's ego.)

The Arizona Fish and Game Commission told a new resident that they were declining his formal request for $328.20 in compensation because one of the state's 250,000 wild coyotes had **eaten his cat.** The new resident suggested that the commission feed wild coyotes so they aren't so hungry for cats all the time. The commission declined this request as well. Hey, it's like we always tell ya…it's a wacky wacky world.

More information for whatever importance you might want to give it. This one's about the **sexual apparatus** of the male earwig (which is, according to a dictionary, a "dark and slender nocturnal insect of the order Dermaptera, having horned pincers at the rear that can rise up like a scorpion's"). The earwig's organ is thin and brittle and frequently breaks off (ends of penises are sometimes found inside females). But wait, there's good news. Researchers say that earwigs are equipped with a fully functional spare organ. (If only John Wayne Bobbit had been an earwig.)

It makes one ponder. He was mistakenly arrested (a 5-foot-8-inch, 360-pound black man). Now get this! They thought he was a **wanted fugitive** who was a 5-foot-4-inch, 150-pound man and white! Needless to say, an apology was forthcoming.

They had invited 150 people to their wedding. But one of the guests brought a couple of uninvited people, and the groom was so pissed off that he **shot the guest.** I imagine the bride wished she had known of his short-fuse temper before getting into a life long commitment. Not a good start.

A man was accused of DUI. He sat patiently on the stand while his lawyer reached over and removed the accused's **glass eye** so that he could undermine the arresting officer's claim that he had appeared "glassy eyed." But the judge convicted him anyway, saying that the other one was glassy too.

A guy in London has been a compulsive digger for years. He has a 20-room house on many acres, which has afforded him the space to dig as many holes as he can. Once he went straight down 50 feet before he got bored and cemented up the hole. But while digging **his latest hole**, he went beyond his property line and under the street, which caused the street to collapse. His home that would be worth about $1.5 million if it were in good repair has gone down considerably in value. (I can't begin to comprehend the mind of a man whose "turn-on" is digging holes.)

This guy is surely very dedicated to his cause. A jury acquitted him of harassing a dog owner whom he had videotaped at a school park failing to pick up behind his dog. The acquitted guy is a **dog-droppings** activist and, in addition to video cameras, he has used global positioning-satellite equipment to show that (at one time four months ago) there were 663 (count them, 6-6-3) piles in the park. I like to see that kind of dedication. We should all be so driven—in one way or another.

A man was arrested on charges of **public lewdness.** An employee found the male customer between two aisles with his shorts and underwear pulled down around his ankles. He was bent over and inserting a can of Big and Sexy brand hair spray lubricated with Suave lotion into his ass. He told arresting officers that he was attempting to sexually gratify himself.

When ya gotta go, ya gotta go. The South Carolina DMV recently pared its services, which created longer lines. It also privatized its janitorial service, which now comes only once a day. All this is background for the following: An elderly man had an **incontinence accident** while waiting in line to renew his driver's license. As neither he nor his adult daughter waiting with him wanted to lose their place in line, he tried to ignore his urgency as long as he could. But ultimately nature won the battle. With no one volunteering to clean the floor, lines snaked around the mess for hours, but the man and his daughter stayed in line with determination.

A little tidbit of information. Almost all of our presidents have had pets of the standard variety—a dog or a cat. But **Abraham Lincoln had a pig,** Thomas Jefferson had a bear, and Benjamin Harrison had an opossum. For whatever that's worth.

# Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 344 • FEBRUARY 2002

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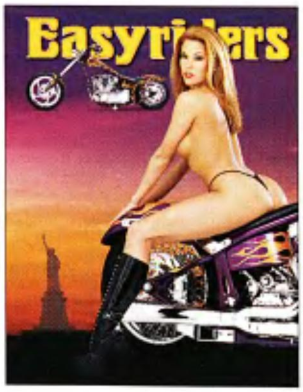

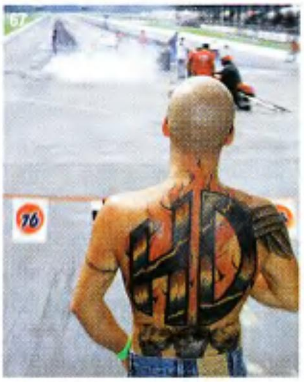


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**The nasty Nicki on NHL star Billy Guerin's Rick Fairless custom, shot by Frank Marott. Jessy Renaud's chopper shot by Michael Lichter. Special imaging by Dan Ferguson.**

The next liver-quiverin' issue goes on sale February 5th, 2002. **Printed in the USA.**

**www.easyriders.com**


***Easyriders®*** magazine ISSN 0046-0990 Number 344. February 2002. Vol. 32. ***Easyriders®*** is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252, **Web site: http://www.easyriders.com.** Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices.


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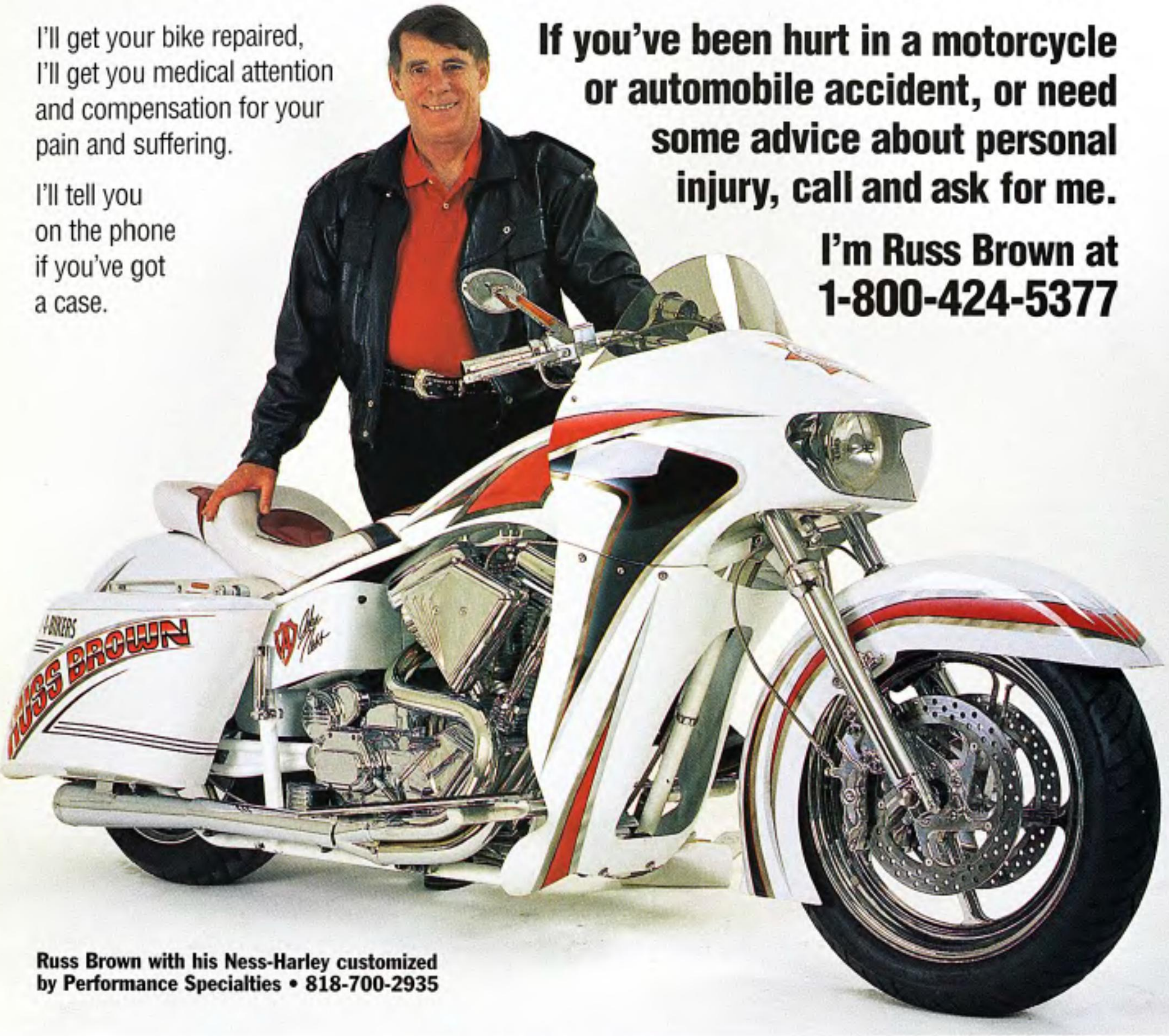
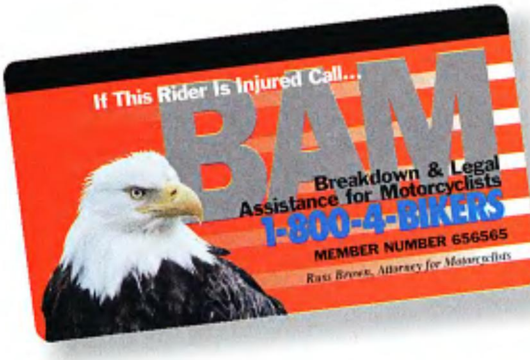



**Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935**

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**Newsstand Distribution**
Curtis Circulation Company
730 River Rd., New Milford, NJ 07646

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# WordMonger

## In Memory

I'm writing to ask if you'll put a photo and memorial piece in your magazine in memory of our brother who was killed on his machine on August 17.

His name was William "Scorp" Phillips Jr., aka "Candyman" (shown below). I could list all his attributes, but to say it in a nutshell, he was a true biker to the bone and would have given you anything within his power (and did).

We now have one hell of a guardian angel and want the world to know how special and loved he was and will always be.

Thank you for letting us share this terrific brother with the world.

Mary "Flash"
Schofield, Wisconsin

## Never Too Late

Americans from all walks of life throughout the United States can now experience the brotherhood and sisterhood we bikers have known for so long.

Dave Dupell
Las Vegas, Nevada

## Stand Proud, America

Mr. Charles Ciancanelli ("Wordmonger," Oct. '01 issue) says it all. That is why we are Americans and why we'll never forget what happened to the people of New York City.

Honor must not be lost to Americans, which is why we will not allow scum like that to stain our land again.

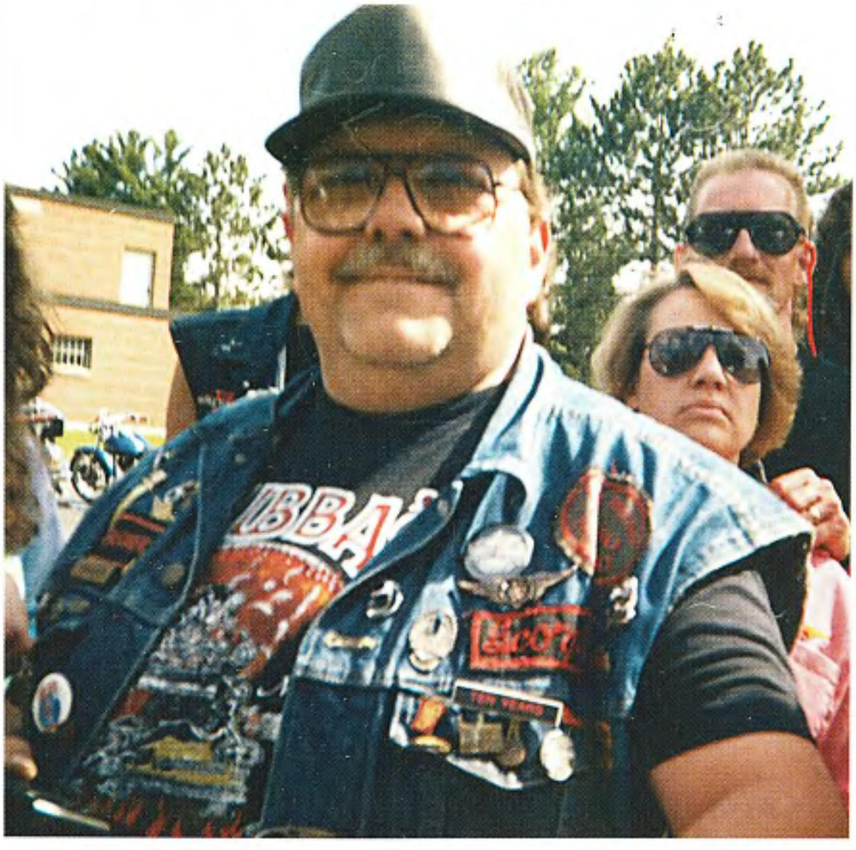
Stand proud, America, and help our brothers and sisters.

John Brewer
Coldsprings, Texas

## A Rebuttal

This is in rebuttal to Mr. Sakash's letter telling the biker world what a deadbeat dumbass he thinks I am.

Well, Mr. Sakach, you should think twice before you judge me. It's people like you who kept me from my dream. Yes, I've made mistakes in my life. I'm not perfect. But I am a loving, caring, paying father to my children. They love me and I love them. It was a big thrill to get my dream bike story in my favorite motorcycle magazine.



Mr. Sakach, you'll never know what I've been through in my life. You can call me anything you want. But "deadbeat dad" are fighting words. Think twice before you open your big mouth. Neither you nor my ex-wife can take away my dreams. I'll pray for you, "Sacto."

Big Ted
Van Nuys, California

### A Complaint

I know you're a Harley rag and my letter will likely be trashed, but it makes me feel better to say what's on my mind.

I mostly rode Jap bikes because I couldn't afford a Harley. I saved most of my adult life and finally bought a new FXST in 2000. I love the bike, but the dealers in the southeast suck! Like any new machine, there's going to be a few bugs—that's expected. When I contacted the dealerships for warranty work numerous times, they all seemed to have the same answer: "Oh, that's just Harley." When I contact the company, their answer is always, "All of our dealers are independently owned...yada, yada, yada!" Finally, I bought a service manual and now I do my own work.

Didn't H-D learn anything during the lean years? Things are good for the company now, but that can fall apart just as quickly. They have the same attitude that almost cost them the company years ago. Willie G. needs to go back to his business school notes, Rule No. 1: Overpriced products, bad service, and snotty dealers are not good for business.

H-D lost my business—I won't even walk into another dealership. When my bike is paid off, I'm getting one of the kit bikes you advertise. The aftermarket parts are just as good, and the bike is half the price. I'm doing my own warranty work anyway.

"Buddah"
Weaver, Alabama

### A Touched Bro

I read the article in the August issue called "Ride of Their Lives." Well, my distant brothers, you broke me. Tears rolled down these cheeks. Thanks for the reality check, bros.

Chris "Chaos" Borges
Bridgeton, New Jersey

### Digs Sturgis

Your December issue (No.342) had me in stitches and I really enjoyed the piece about Sturgis. For me and the brothers I ride with, Sturgis Bike Week is something we look forward to and save for all year. I'm actually very glad that the overall numbers of riders to the Black Hills were down this year and I hope they stay down next year. It sure makes it easier to get around. Also, your article about where to eat was spot on.

Stan Albertson
Palmerton, Pennsylvania

### Yaffe Mania

The VQ Auction Bike in issue 342 was awesome beyond words and the skinny little cover girl was mighty easy on the eyes as well. Now you've gone and done it! I've always admired Paul Yaffe's custom bikes and now I've just got to have one. Would you mind giving me his phone number?

Robert O'Conner
Santa Fe, New Mexico

*Sure thing Robert. You can reach Mr. Yaffe at 602-840-4205.*

### Mitch's Magic

Your magazine sure has gone through some changes over the years. I read *Easyriders* back in the early days and am still enjoying it. I notice that you have (in my opinion) a better mix of bikes in the rag these days, everything from good ol' choppers, to pro-street rides and street fighters. I also appreciate that you have more real women in the magazine these days... real women with real tits. Keep it up. I like it!

Normally I'm not especially into the real big dollar show bikes but the long scooter by Mitch Bergeron (issue No. 341 Page 9) in your November issue is the most righteous sled I've seen in many a moon. You've got to respect a builder who does all those handmade parts and pieces himself.

Sam Johnson
Wilsonville, Oregon

### Assuma Blown Noggin

I'm sure you have heard this but here goes. I say capture the camel jockey alive... perform a sex change operation on him, pull all his teeth and send him on a coast-to-coast tour of America starting off with visits to the general populations of Attica, Sing-Sing, and every state pennitentary across the good ol' U.S.A., including Folsom and San Quentin. If there is anything left, then smuggle him back into Taliban society to try to survive as a woman.

V.J. Lombardo
via the Internet

*Now that's cold. Got a comment on Osama? Visit www.easyriders.com.*

# Green Booger

## AN OLD-SCHOOL SWEETHEART STEALS THE SHOW

**Custom Design is a little hole-in-the-wall, one-stop custom shop up in the Bay Area, about an hour north of San Francisco, where they build the damnedest little old-school choppers you can imagine. Just take a look at this booger-green monster...well, actually it's lime green, but the guys at the shop lovingly call the bike the Mean, Green Booger (James Hetfield of Metallica came up with that one, according to Kirk). Low, rigid and bare-bones, it stares back at you menacingly from these pages.**

**Of course, the old-school style is exactly what distinguishes this shop from any other in the area. It's simply in the blood of those who work there. "I grew up in a machine shop," says Kirk Taylor, Custom Design's owner and master painter. "My dad used to make extended springers and girders back in the '70s. He used to build stuff for Sandy Cosman and Ron Hall and those guys back then."**

The old-school style of this green machine is not only a passion for Kirk and his guys, it's also been a winning formula. "We started this bike right on the heels of the success we had with Jacques Charton's bike," Kirk explains. [*Jacques' '99 pan won trophies at the Easyriders Columbus Bike Show two years in a row.*] Although they started collecting parts and accessories for the Booger right after returning from Columbus back in 2000, it only took 'em about two weeks for assembly, according to Kirk, and it was ready just in the nick of time (to use a well-worn cliché) for last year's Easyriders Columbus show.

"It's mostly bolt-on stuff," says Kirk about the bike, "although it does have a few one-off features on it. Like, we fabricated some stainless struts and mounts on the Jesse James rear fender. My polisher buddy, Kim, machined the risers to match the springer front end, so it looks like coil springs all the way down. The axle covers are one-off... Also, the pipes are handmade, and they dump out at the same spot on either side. If you stand behind the bike, you can hear them in stereo."

Everywhere the bike goes, it steals the show, according to Kirk. Not only did it win a trophy at last year's Columbus show, but "it trophies everywhere we go with it," he says. The latest trophy was garnered at the Rat Fink Reunion, where he registered the bike under his wife's name and "she took home one of those Little Rat Fink trophies." He still has the bike, by the way. "Yeah, I just fell in love with it and couldn't get myself to sell it," he laughs.

Kirk painted the bike himself, and you have to wonder how he finds the time, considering he paints for a lot of the

shops around the Bay Area, including Dudley Perkins in San Francisco. With a background in fine art and illustrative design, Kirk not only knows how to lay on some dynamite colors, he also has a good eye for what part fits where. Together with his main wrench, Norman "Sluggo" Boeck, he has turned out a number of winners already.

In the works are "one of those 240 Metzeler-Performance Machine-Trespasser-Yaffee-frame-Zombie-tank choppers," which he definitely wants to put up for sale, and something "with a twin Weber carb on it. If it puts bread on the table, we'll build anything the customer wants, but we most definitely prefer old-style." Boogers and all.

For more info on how to have your own prize-winning old-schooler built, you can call Kirk in his hole in the wall at 415-382-6662. *—Red Baron*

**Owner:** Kirk Taylor/Custom Design
**City:** ..................Novato, California

**General**
Fabrication: ....Custom Design/Jeff
Year/make: ................2001 Custom
Model:......................Long Chopper
Assembly:....owner/Norman Boeck
Time:.................................2 weeks
Chroming: ...............................lots

**Engine**
Year/Make:......................2000 S&S
Rebuilder: ....Norman and Bubbles
Ignition: ..................................Dyna
Displacement:......100 cubic inches
Lower end: .............................S&S
Balancing:.........................Bubbles
Pistons:...................................S&S
Cases:.....................................S&S
Heads:....................................S&S
Cam: ..................................600 lift
Lifters:....................................S&S
Carb: ....................................S&S G
Air cleaner: .............custom design
Pipes: ............stainless, handmade
Mufflers: ..............................hell no!

**Transmission**
Year: ........................2000 RevTech
Modifications: ....modified 6-speed
Shifting: ...................................foot
Engine sprocket: ..3-inch open belt
Trans sprocket: ......................stock
Wheel sprocket:........RevTech TSG

**Painting**
Molding: ..................Kirk and Jerry
Painter: ....................................Kirk
Color: ..........lime green metal flake
Type: ......................House of Kolor
Special paint: ............purple flames

**Frame**
Year:.......................................2000
Builder: .......................Santee/CCI
Type: .......................wide tire, rigid
Rake: ..........................30 degrees
Stretch: ...................................none
Shocks: ....................it's a chopper!

**Accessories**
Handlebars: ..............Whiskey bars
Risers:..........6-shooter/customized
Handlebar controls: ..Per formance Machine
Fender(s):..customized West Coast Choppers
Headlight: .............springer flamed
Taillight: .......................side mount
Speedo: .........................what for?
Dash: .......................................none
Front pegs: ...............................BDL
Rear pegs: ...............................none
Electrics: ...........................custom
Foot controls: .........................BDL
Gas tank:..................Sporty peanut
Oil tank: ..........................keg style
Oil system:..................S&S/custom
Primary cover: ........................open
Seat:.......................Motor Saddles
Grips: .............................6-shooter

**Front end**
Type:......Harley-Davidson Springer
Extension: .............................stock
Builder: ............H-D/custom design

**Wheels**

**Front**
Size: ...............................21 inches
Hub: .................................RevTech
Rim width: ..........................skinny
Tire: .................................Metzeler
Brake: .................Harley-Davidson

**Rear**
Size: ...............................16 inches
Hub: .................................RevTech
Rim width: ................................fat
Tire: .................................Metzeler
Brake: .................Harley-Davidson
**Photos:** ..................Michael Lichter

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The precision engineered 1:10 scale die-cast model shown smaller than actual size of 10¼" in length.

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# PartsBox

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The low-profile, custom-stitched seats for Road King models come in four distinct designs including Sweep, Rider, Scorpron, and Axe. The fluid lines of these seats complement the Road King's long and low stature. The entire collection is produced with contoured foam padding for added comfort and hand-laid fiberglass seat pans for extra durability. The reverse sides are also carpeted to protect your bike's painted finish. These seats are made to order and require about three to four weeks for delivery. They fit '97 and later Road Kings and have a suggested retail price of $369.

Call 800-443-2153, or log on to www.harley-davidson.com.

## Hydraulic Motorcycle Lift

This handy motorcycle lift allows you to raise your bike to a comfortable working height so you can perform routine maintenance or cleaning chores in the best possible conditions. Your motorcycle can be easily lifted using a foot-operated hydraulic pump, and locked in any of three positions. Once secured, the bike can be rolled around and positioned where you want it. A non-skid padding is installed on each frame contact rail to help secure the bike and prevent damage to the bottom of the frame. The lift is available in standard and low-profile mode.

Call 800-527-0501 or log on to www.mid-usa.com for more information.

## Tolle Chopper Rear Brake

This sprocket-disc brake kit by Swedish manufacturer Tolle is a perfect choice for retro-look bikes, bobbers and choppers. They allow the right side of your rear rim to be left uncluttered. This complete kit provides a clean, open look, as a separate disc brake rotor is no longer needed. The kit includes caliper, caliper bracket, disc/rotor and hardware for installation, but a frame mounting-bracket must be custom made. It's also available in either slotted or drilled design, and retails for $925.

Call 800-811-8913, or log on to www.jammerclub.com to find a dealer near you and order a copy of the Chrome Specialties catalog.

## Get Tanked With Paul Yaffe

When Paul Yaffe decided to introduce 22 new frame styles for the 2001 season, sheetmetal to complement the new chassis became a necessity. The new 5-inch stretch tank shown here is formed from 16-gauge steel and TIG welded for strength. Each tank can be ordered with a standard screw-in gas cap ($1,050), or with a pop-up gas cap ($1,275).

Also designed to go with the new Paul Yaffe frames, is a nifty oil tank for rigids. It's hand-formed from 16-gauge steel, features a hidden filler cap, and sports adaptable line outlets.

Call 602-840-4205 or log on to www.paulyaffeoriginals.com for more information.

## Classic Wheels For Modern Sizes

Hallcrafts' new "Big" 18- x 8-inch, and "Bigger" 18- x 9 1/2-inch, wire wheels were designed specifically for the 240 and 250 series tires. They are available in either 80- or 100-spoke and come factory balanced with Hallcrafts' exclusive Blance Master as well as being 100% tubeless. The awesome monsters feature an alloy rim that's now available show chrome-plated. The 9 1/2-hub is available with the right side smooth and has two sealed bearings and a 1-inch axle. A 3/4-inch adapter is available if necessary. Suggested retail-pricing starts at $1,495. Call Hallcrafts at 940-668-0771 or log on to their site: www.hallcrafts.com for more info.

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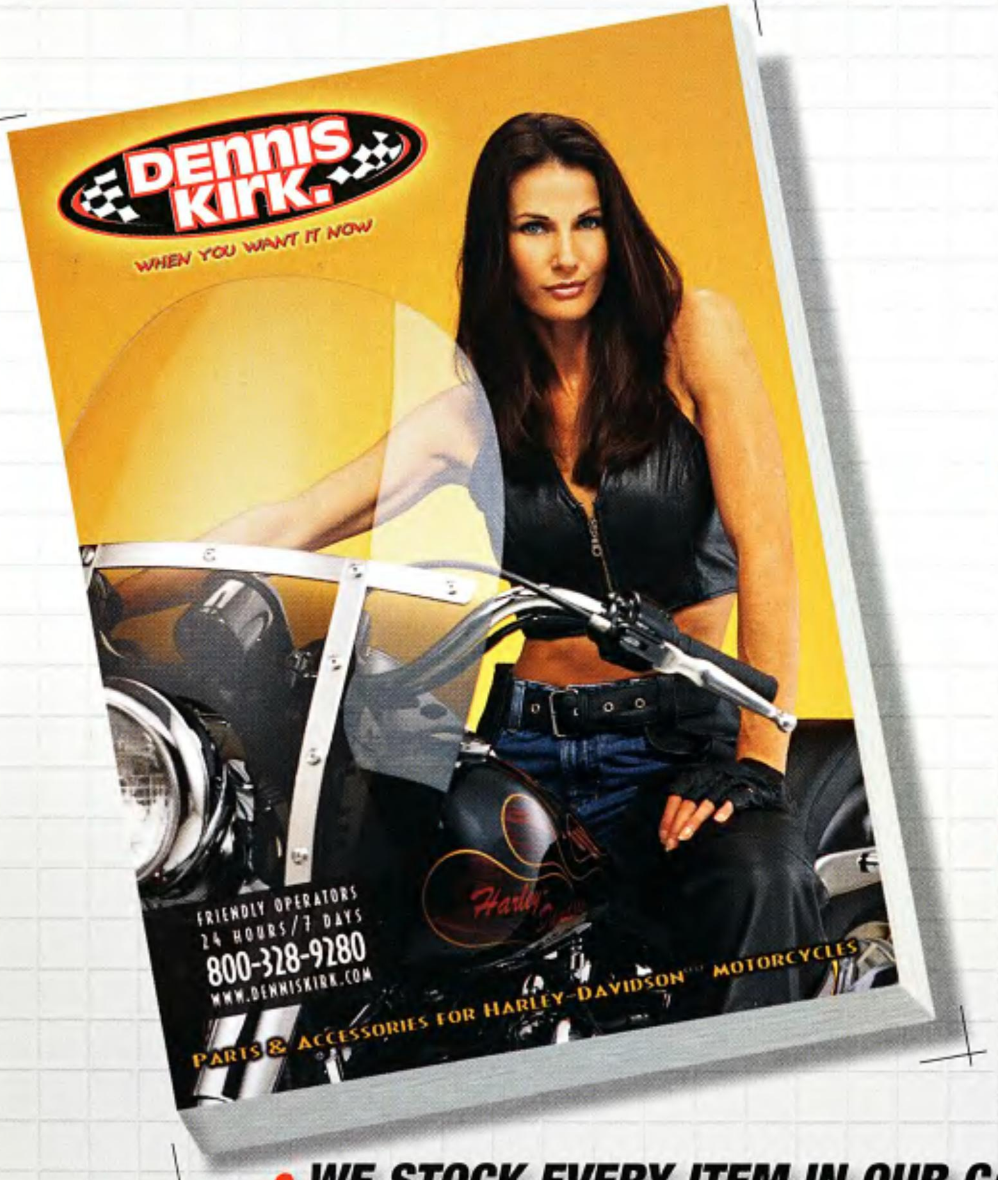


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# Fire!

## JESSY RENAUD'S STRETCHED OUT SOFTAIL

Ever seen a flame job like this? Hell, this isn't a flame job, this bike's on fire. Beautifully air-brushed front to back by Quebec's Eitto, Jessy Renaud's version of the old long-bike chopper look is a real attention grabber. It's an attention keeper, too. Have you ever seen a softail-style long-bike chopper quite like this, one so stretched out, stretched up, stripped-down clean, and a treat to the eye? Jessy says he's been "waiting his turn" to get into *Easyriders*, and we gotta figure the wait's been worth it for both Jessy and us.

A pro bike builder for a little over six years now, Jessy's shop, Classic Steel, is in Chateauguay, Quebec, about a 15-minute putt from downtown Montreal. This guy's dedicated to the cause, too; to open the doors, pay the first month's rent, and turn on the phone Jessy sold his one-and-only personal bike, and he's been planning on its replacement ever since.

"I've been thinking about, talking about, and sketching up everything I wanted to do to this bike for years," Jessy says. His aim was to put his best wrench forward and build his best-ever chopper, a custom with pure attitude. Well, working after hours and sneaking the job in around all the bill-paying customer builds, he's done it, too. This on-fire and radically stretched Softail is one sweet looking mix of classic biker style and plenty of modern hardware.

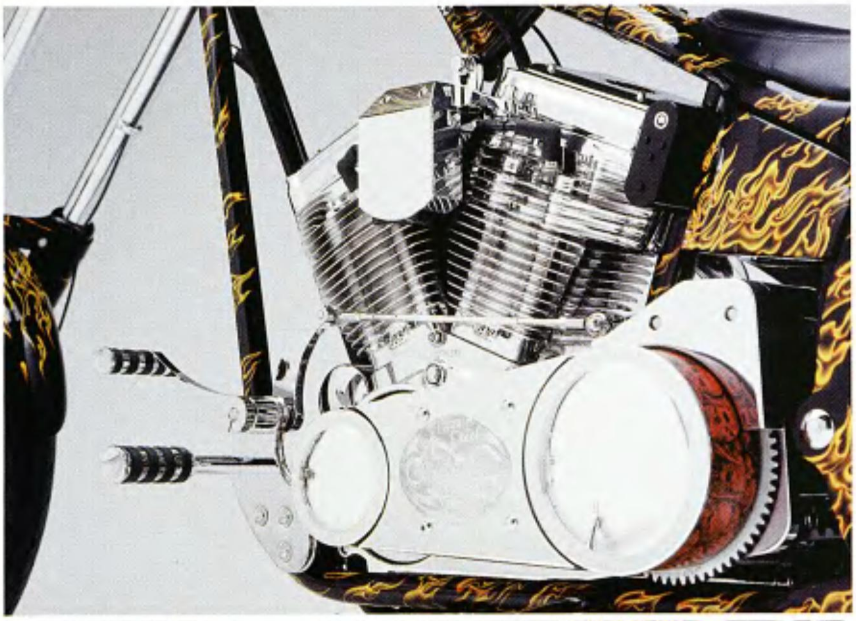
"I wanted a smooth, slick look," Jessy says. It's there. There's an almost total absence of anything hanging on or off the bike. Take a look at how Jessy handled the plumbing, for instance. The hydraulic lines to the front JayBrake caliper and the clutch run through the handlebar and exit through the lower triple tree, the brake line then tucking tight along the fork leg and the clutch line diving right into the frame downtube. The rear brake's just as tidy, its line disappearing into the lower frametube, connecting to the swingarm with a flex-line hidden behind the oil bag, and then continuing back to the caliper inside the swingarm. Nothing shows. All the small, tricky little bits to accomplish this were made right at Classic Steel, too. So were things like the grips, the coil mount, the top engine mount and trans bracket, and the few line-clips that do show.

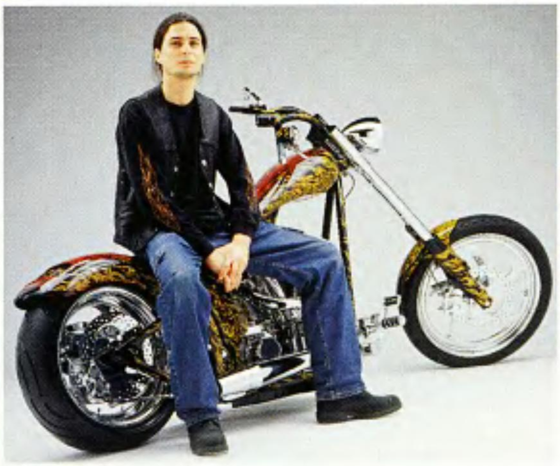
It's all Classic Steel design, CNC-whittled to spec at a neighboring machine shop right down the road.

"I have to give my buddy and right-hand man 'Big Paul' Morel a lot of credit for all this," Jessy says. Paul is Classic Steel's fabricator and mechanic par excellence, and he jumped right into this build, too. Take a look at the tank, fenders, and handlebar—more Classic Steel.

Getting a little technical for a minute, the bike is based on a Rolling Thunder frame delivered with the rake and stretch we're looking at, an aggressive 41-degree rake and an impressive 3-inch stretch forward and a full 6 inches up. Jessy finessed the frame from there, tweaking it where needed to mount the Mike's Bike Works-produced, swoopy tank and fenders and of course fitting in all those hidden controls, cables, and lines. Ditto for most everything else too, from the hybrid Thunder Header/Classic Steel exhaust to the flush-mount LED running and brake light that also includes a set of directionals. You can check out all of Jessy's stuff at: www. classic-steel.com

It's all fully functional, too. Jessy's adamant about making all Classic Steel bikes true runners. He's had this one up and down Main Street, Daytona, a time or three. Now, that's a hard street to heat up, but a chopper on fire'll do it every time. *—Joe Kress*





**Owner:**..............Jessy Renaud
**City:** ....Chateauguay, Quebec

**General**

Fabrication:.......Jessy Renaud/ Classic Steel
Year and make: ..2000 custom
Model:........................Chopper
Assembly: ........Jessy Renaud/ Classic Steel
Time: ........................7 months
Chroming:............G&G Buffing

**Engine**

Year and model: ......1999 Evo
Rebuilder:............Classic Steel
Ignition: ........................Nology
Displacement: 88 cubic inches
Lower end:....Harley-Davidson
Balancing: .....................factory
Pistons:........................Wiseco
Cases: ..........Harley-Davidson
Heads: ..........................factory
Cam: ................Red Shift, 560
Lifters:..............................JIMS
Carb(s):...........................Mikuni
Air cleaner:..........Classic Steel
Pipes: ..........Thunder Header/ Classic Steel
Mufflers:..............Classic Steel

**Transmission**

Year: ......................1999 Baker
Modifications: ............6-speed
Shifting: ...........................foot
Engine sprocket:........32-tooth
Wheel sprocket: ........68-tooth

**Paint**

Molding: ........Yves Showpaint
Painter: ..........Yves Showpaint
Color/type: ....House of Kolor/ deep purple
Special paint:........airbrush fire by Fitto

**Frame**

Year: ................................1999
Builder:..........Rolling Thunder/ Classic Steel
Type: ......................softail-type
Rake:......................41 degrees
Stretch: 3-in. forward, 6-in. up

**Accessories**

Bars:....................Classic Steel
Risers: ........Mike's Bike Works
Fender(s): ..Mike's Bike Works
Headlight: .............Headwinds
Taillight: ..............Classic Steel
Speedo: ..........nah, just a tach
Pegs: ..............................Excel
Hand controls: ....Classic Steel
Electrics: ............Classic Steel
Gas tank:....Mike's Bike Works
Oil tank: .............Classic Steel
Oil system:..........Classic Steel
Primary cover: ..BDL belt-drive
Seat: ................Stephane Jean
Mirrors: ....Paul Yaffe Originals
Grips: ..................Classic Steel

**Forks**

Type: ........................mid-glide
Extension: ........10 inches over

**Wheels**

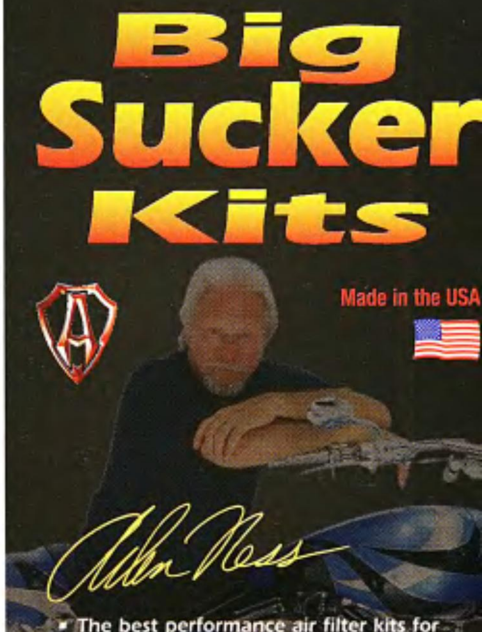
**Front**

Type: ....Performance Machine Tempest
Size: ............................21-inch
Rim width: ..............2.5 inches
Tire: ......................Avon AM23
Brake: ......................JayBrake

**Rear**

Type: ....Performance Machine Tempest
Size: ............................17-inch
Rim width: ..............5.5 inches
Tire: .........................Avon 190
Brake: ......................JayBrake

**Photos:** ..........Michael Lichter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- Stage II kit features a 20% larger Team Ness High-Flow filter that requires an 8" round Ness or OEM outer cover.
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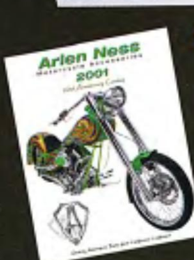


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# Happenings

**ARIZONA**
Jerico Run 2002
Place: Jerico
Date: Jan. 1
Info: 702-593-4360

Annual Freedom Rally
Place: Phoenix
Date: Jan. 13
Info: 480-855-4023, 480-694-0741

Bikerfest 2002
Place: Parker
Date: Feb. 2-4
Info: 520-669-2174 888-733-7275

Florence Prison Run
Place: Florence
Date: Feb. 3
Info: 480-695-6710

20th Annual Antique and Classic Motorcycle Show and Swap Meet
Place: Club Rio, Tempe
Date: Mar. 24
Info: 602-843-6064 602-849-3049

April Fools Bike Show and Rodeo
Place: The Desert Rose Bar and Café, Arlington
Info: 520-669-2599; 520-726-9345; 602-789-9269

**ARKANSAS**
Swap Meet/Bike Show
Place:Little Rock Expo
Date: Feb. 3
Info: 501-988-1480

**CALIFORNIA**
Easyriders Bike Show
Place: Pomona
Date: Jan. 5
Info: 800-962-9857

Easyriders Bike Show
Place: Sacramento
Date: Jan. 12
Info: 800-962-9857

Rod/Motorcycle Show
Place: Oakland Colsm
Date: Feb. 8-10
Info: 209-744-8090

Motorcycle Swap Meet
Place: Orange County Fairgrounds, Costa Mesa
Date: Mar. 1
Info: 949-582-2371

Motorcycle Swap Meet and Street Rod Show
Place: Ventura
Date: Mar. 10
Info: 805-650-6777
www.cycleshop.com

**FLORIDA**
Annual Freedom Rights Rally State Meeting
Place: Monticello
Date: Feb. 9-11
Info: 407-668-5006

Bike Week
Place: Daytona
Date: Mar. 1-10
Info: 386-255-0981
daytonachamber.com

Bike Week at ABATE Campground
Place: Volusia County
Date: Mar. 1-10
Info: 407-668-5006
www.abateflorida.com

**GEORGIA**
Helmet Law Protest Ride
Place: Atlanta Lakewood Fairgrounds
Date: Jan. 17
Info: 404-294-8900

ABATE of Georgia Swap Meet & Bike Show
Place: Atlanta Lakewood Fairgrounds
Date: Jan. 20
Info: 404-294-8900

Swap Meet/Bike Show
Place: Atlanta
Date: Feb. 24
Info: 404-294-8900

Helmet Protest Ride
Place: Atlanta Lakewood Fairgrounds
Date: Mar. 11
Info: ABATE of Georgia 404-294-8900

**ILLINOIS**
Easyriders Bike Show
Place: Chicago
Date: Feb. 2
Info: 800-962-9857

Motorcycle Show
Place: Rosemont
Date: Feb. 8-10
motorcycleshows.com

Chili Party
Place: Chicago Chapter ABATE. Park Ridge VFW
Date: Feb. 9
Info: 312-661-9171

Swap Meet/ M/C Show
Place: Springfield
Date: Feb. 17
Info: 800-87-ABATE

Bike Show/Swap Meet
Place: McCormick Place
Date: Feb. 24
Info: 800-87-ABATE

Annual Parts Expo and Swap Meet
Place: Alliant Energy Center, Madison
Date: Mar. 24
Info: 262-835-9509

**IOWA**
ABATE 14 Swap Meet
Place: Ottumwa
Date: Jan. 20
Info: 515-937-6618

Midwest Motorcycle Show and Swap Meet
Place: Siouix City
Date: Jan. 26-27
Info: 712-262-8910

Motorcycle Show/Swap
Place: Des Moines
Date: Feb. 9-10
Info: 712-262-8910

**KENTUCKY**
Easyriders Bike Show
Place: Louisville
Date: Jan. 19
Info: 800-962-9857

**LOUISIANA**
La. Purchase MC Rally
Date: Mar. 14-17
Place: New Iberia
Info: 337-365-4277

**MARYLAND**
St. Mary's County Pool Tournament
Place: Leonardtown
Date: Jan. 20
Info: 301-884-0267

Baltimore International Motorcycle Show
Place: Convention Ctr.
Date: Feb. 1-3
Info: 301-808-2233

Sadie Hawkins Dance
Place: Reisterstown
Date: Feb. 23
Info: 410-876-2778

**MICHIGAN**
ABATE Seminar
Place: Saginaw
Date: Jan. 18-20
Info: 586-949-7146

Motorcycle Swap Meet
Place: Lansing Center
Date: Feb 3
Info: 800-968-4242
motorcycleswap.com

Bowling Thunder
Place: ABATE 20
Date: Feb. 9
Info: 810-233-4237

Motorcycle Swap Meet
Place: Lenawee County Fairgrounds, Adrian
Date: Feb. 10
Info: 517-547-6077

Motorcycle Swap Meet
Place: Detroit
Date: Feb 17
Info: 800-968-4242
motorcycleswap.com

Daytona Run
Place: ABATE 7
Date: Mar. 3
Info: 517-673-4743

Motorcycle Swap Meet
Place: Saginaw
Date: Mar. 24
Info: 800-968-4242

**NEW YORK**
Skin & Steel
Place: Rochester
Date: Jan. 12
Info: 716-234-0895

Am-Jam Tattoo Expo
Place: New York State Armory, Schenectady
Date: Jan. 19-20
Info: 518-893-2273 days 518-346-0521 eves.

Cabin Fever Party Monroe Chapter ABATE
Place: Calif. Brew Haus
Date: Mar. 23
Info: 716-234-0895
abatenymonroe.org

**N. CAROLINA**
Easyriders Bike Show
Place: Charlotte
Date: Jan. 26
Info: 800-962-9857

**N. DAKOTA**
Freedom Rider 22nd Annual Bike Show
Place: Bismarck
Date: Mar. 16-17
Info: 701-734-6411 or 701-663-8991

Crusaders Bike Show
Place: Ramada Plaza Suites, Crystal Ballroom
Date: Mar. 16-17
Info: 701-237-4766

**OHIO**
Frostbite Party
Place: Mentor
Date: Jan. 20
Info: abatecmro.org

ABATE State Seminar
Place: Columbus
Date: Feb. 1
Info: 800-25-BIKER

Penn-Ohio Swap Meet
Place: Brookfield
Date: Feb. 10
Info: 724-588-4559

Easyriders Bike Show
Place: Columbus
Date: Feb. 15-17
Info: 800-962-9857

Daytona Party
Place: Geneva
Date: Feb. 24
Info: 440-576-1274

Spring Fling Party
Place: Ulrichsville
Date: Mar. 17
Info: 330-821-9468
www.abatecmro.org

ABATE/CMRO Spagetti Dinner and Meeting
Place: Painsville Twp.
Date: Mar. 24
Info: abatecmro.org

**OKLAHOMA**
Party Your "ICE" Off
Place: Oklahoma City.
Date: Jan. 20
Info: 405-936-RIDE

Membership Meeting
Place: Oklahoma City.
Date: Jan. 26
Info: 405-936-RIDE

Legislative Breakfast
Place: Oklahoma City.
Date: Feb. 21
Info: 405-936-RIDE

Mystery Poker Run.
Place: Oklahoma City
Date: Mar. 3
Info: 405-936-RIDE

**PENNSYLVANIA**
ABATE of PA Legislative and Leadership Seminar
Place: Harrisburg.
Date: Jan. 25-26
Info 717-234-3777
www.abatepa.org

**TENNESSEE**
Easyriders Bike Show
Place: Memphis
Date: Feb. 9
Info: 800-962-9857

**TEXAS**
Cycle Show and Swap
Place: Arlington Convention Center
Date: Jan. 6
Info: 817-581-7625

St. Valentines Massacre
Place: Boerne
Date: Feb. 15-17
Info: 210-226-6863
gypsyinternational.com

**WYOMING**
Annual Y2K Poker Run
Place: Torrington
Date: Jan. 1
Info: 307-532-2507

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MMA, 1906 1/2 19th St. Sacramento, CA 95814; (916) 442-4727; www.mmaweb.org

**COLORADO**
ABATE, 3334 S. Sherman St., #B, Englewood, CO 80110; (303) 659-6374; abateofcolo.org

Riders for Justice, P.O. Box 1986, Loveland, CO 80539; ridersforjustice.com

**CONNECTICUT**
(CMRA) Connecticut Motorcycle Riders Association , P.O. Box 56, New Britain, CT 06050; (203) 588-6666; www.sidecar.com/cmra

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ABATE Inc., P.O. Box 10923, Wilmington, DE 19850; (302) 731-0455; abateofde.tripod.com

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**GEORGIA**
ABATE, P.O. Box 669, Pine Lake, GA 30072; (404) 294-8980; abatega.org

**HAWAII**
Street Bikers United of Hawaii, P.O. Box 6345, Honolulu, HI 96807; (808) 842-5530; www.streetbikersunited.com

**IDAHO**
ABATE of Northern Idaho, P.O. Box 2244, Coeur d'Alene, ID 83816; (208) 245-2320; abate-nid.org

Idaho Coalition for M/C Safety, P.O. Box 2732, Boise, ID 83701; (208) 345-2003; cyclenuts.com

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ABATE, P.O. Box 665, Bargersville, IN 46016; (317) 422-8040, abateofindiana.org

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**KANSAS**
ABATE, 650 Elm St., Perry, KS 66073; (785) 597-5140 or (800) 657-5763; abateks.org

**KENTUCKY**
Kentucky Motorcyclists Association, P.O. Box 17407, Louisville, KY 40217; (800) 68-CYCLE; kmakba.com

**LOUISIANA**
ABATE of Lousiana, P.O. Box 541, St. Amant, LA 70774; (800) 393-5966; abateoflouisiana.org

**MAINE**
United Bikers of Maine, P.O. Box 2629, Augusta, ME 04338; (888) 229-9UBM; ubm-usa.org

**MARYLAND**
ABATE of Maryland, 8 West Street, Annapolis, MD 21404; (800) 843-0252, (410) 263-9185; abate-of-maryland.org

**MASSACHUSETTS**
ABATE of Massachusetts, Inc., Box 850724, Braintree, MA 02184; abateofma.com

MMA, P.O. Box 378, Brimfield, MA 01010 (800)432-1MMA; www.MMA-of-MA.com

**MICHIGAN**
ABATE, P.O. Box 70, New Baltimore, MI 48047; (810) 949-7146; abateofmichigan.org

**MINNESOTA**
ABATE of Minnesota State Office, P.O. Box 6, Marshall, MN 56258; (800) 224-6570; abatemn.org

Minn. M/C Riders Assoc., P.O. Box 18067, Minneapolis, MN 55418; (800) 541-1704

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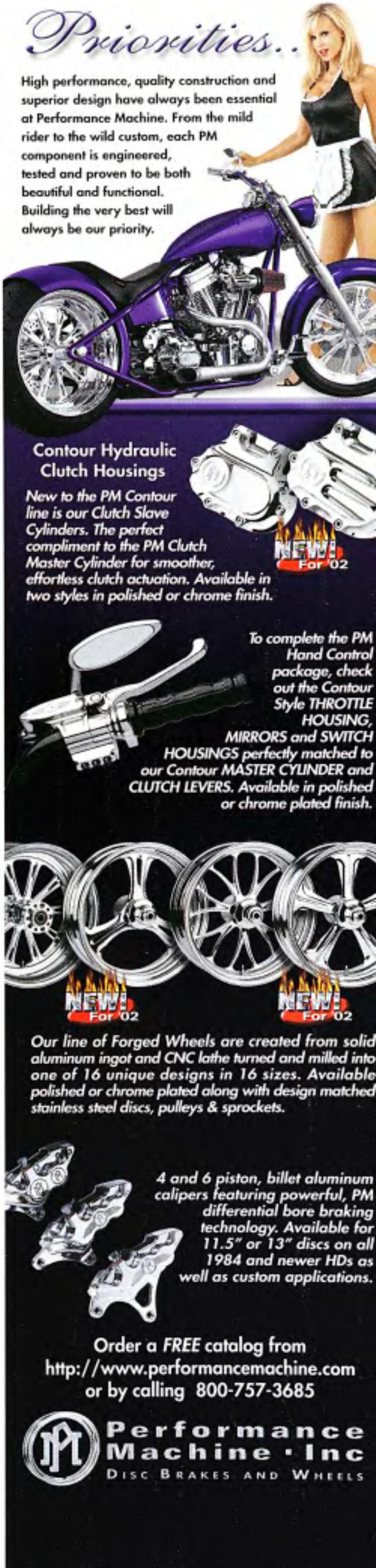
To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-1252; www.easyriders.com

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# WIND & FIRE BENEFIT RUNS

Every August Wind & Fire MC's (firefighters who ride) Chapter in Lund, Sweden, and Malmo, Sweden, host a benefit ride for the Lund University Hospital and Children's Clinic. This year's event drew 343 people and raised 30,000 SEK. After the event a separate chapter ride heads over to the Children's Clinic where the money is donated and members hang out with the kids (see photo). Some of the kids were too ill to come down and sit on the bikes, so watched from the second floor window. The fire engine and firefighter/bikers paraded back and forth up and down the street on their Harleys. There were smiles all around.

The Southern California Chapter of Wind & Fire MC holds a Burn Camp Run every June at Champ Camp for burn-injured children in Fresno, California. The bikers hang with the kids and donate some money (last year they raised $17,500.). A similar California ride happens each July near Hemet, California, for the Ronald McDonald's Camp Good Times for terminally ill kids.

These are brothers who save lives for a living and in their spare time are out there doing good in the world. Plans are underway for a ride to New York City next September to honor the memory of the 343 New York firefighters lost in the tragic events of September 11. Watch Easy News for details. *—Dave Nichols*

Photo: provided by Wind & Fire MC

justice due

# BIKER KILLER

Here's an update that we reported to you earlier about a Tennessee cop by the name of Sgt. James Ray Johnson, who decided on his own, to run down (in his patrol car), biker Philip Laton, a father of three children, killing him instantly.

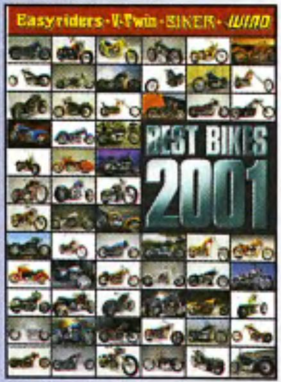
A grand jury in Blount County, Tennessee, indicted Johnson on the criminal charge of vehicular homicide. If convicted, he could face three-to-six years in prison (not enough) and a fine of up to $10,000. At press time, this killer "rouge cop" was free on a paltry $25,000 bond pending a court appearance, at which time a trial date will be set. We'll keep you readers posted. *—Twiggy*

cheap "mug" shots

# It Ain't Candid Camera

This item in *The Patriot-News*, in Harrisburg, Pennsylvania, caught our eye. It seems Tampa, Florida's random video-cam system picks up a face. Then the "mug shot" is published in a magazine, which comes to the attention of an hysterical woman in Tulsa, Oklahoma, who positively identifies the photo as her deadbeat ex-husband. Enter the "boys in blue" who pick up the wrong guy. I hope he has a damn good attorney whose gonna have a field day with this one.

But, Tampa continues to take secret snapshots of its citizens minding their own business while other cities are bustin' their balls and falling over each other in order to try and "cash in" on this anti-crime program, which sounds identical to the "red light traffic cam video scam" that only produces revenue, has nothing to do with your safety, and has been a legal disaster. *—Twiggy*

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Joe Mingirulli

# Hall of Fame

Photo: provided by Domenic Mingirulli

Legendary biker and builder "Pa Pa" Joe Mingirulli passed away June 15, 2001, in Orange County, California. The following memorial is a tribute by his son, Domenic.

Words cannot express the deep sadness and loss of a wonderful person and a true friend. He was a devoted father and husband.

Joe started life in Quincy, Massachusetts. At the age of 15 1/2 he bought his first motorcycle, and Indian Scout. In 1946 Joe came to Los Angeles and found work as an auto mechanic. As a hobby, Joe began buying basket jobs. At that time a knuckle basket could be had for $60.

Joe hand-tooled and reconditioned the parts himself and made his own exhaust systems, then gave the rebuild a spray-can paint job. After all, running bikes were only going for around $150.

Joe served his country and saw heavy action in the Korean War. After his return in 1956, he married and opened his own auto repair and filling station, Joe's Flying A, on Sunset Boulevard. Although the business took up a lot of his time, Joe still managed to build bikes, sometimes starting one after a holiday meal.

In 1964 Joe sold the business and moved to Whittier, California, where he continued in the automotive business, and continued buying and selling

Harley-Davidsons. By this time, he was well-known for building custom choppers. The price of one of his bike in the '60s was about $1,300.

During the '70s Joe moved to Orange County where he spent the rest of his life living good with the best of everything. In 1974, when I was just 12-years-old, he gave me a cradle-leg ridged frame. Collecting parts for it was easy because I'd been around bikes and the swaps since I could remember. I also had the best instructor—my dad, Joe.

I was up and riding alongside my day by the time I was 15 1/2. Every weekend we made every run we could. The Yuma run was one of our favorites. We rode what we built and didn't trailer and didn't bring backup. We rode rigid choppers.

In the early '90s I purchased a knuckle basket for $3,000 and finished it a few years later. Without my dad knowing, I sent a snapshot to *Easyriders*. They featured it in the January '98 issue (No. 295). My folks didn't find out until they received their monthly copy. I dedicated it to them. You see, my dad would never allow his bikes in a magazine because he was only in it as a hobby.

Joe was a couple of weeks away from finishing another chopper when he passed away at age 71. It would have been his 340th. I will finish the bike and ride it by his graveside.

To my friend, mentor and father: Ride on Papa Joe, with all my love, sincerely your son. *—Domenic*

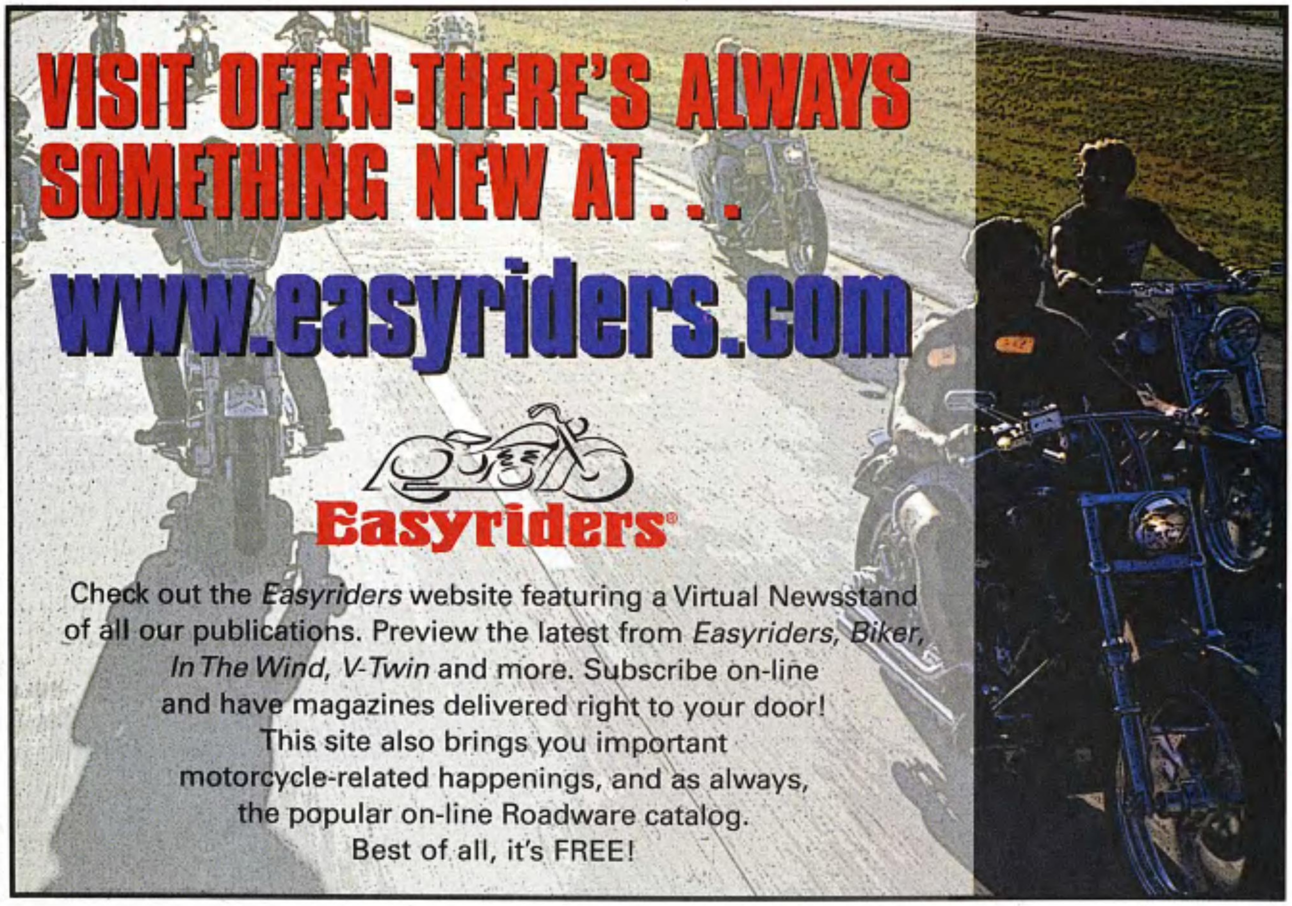
**racing news**

# DON VESCO REGAINS WORLD SPEED RECORD

Motorcyclist and race-car driver Don Vesco of Murrieta, California, recently captured the absolute wheel-driven, automotive FIA Land Speed Record, smashing the 1964 turbine mark set by England's late Donald Campbell by more than 55 mph. The Turbinator streamliner car, designed by Don's brother Rick Vesco took the flying mile at the Bonneville Salt Flats, Utah, with an average of 458.440 mph, that's smokin'! The streamliner's top speed was a staggering 461 mph, the fastest FIA time ever recorded by a wheel-driven vehicle, excluding jet or rocket-powered vehicles.

Don Vesco is the first and only person to have held both the automotive and motorcycle land speed records. Don took his Lightning Bolt Kawasaki Streamliner to a record-winning Flying Mile average of 318 mph back in 1978. He held the motorcycle Land Speed Record for 13 years until the twin shovelhead-powered Easyriders Streamliner broke his record on June 14, 1990 with our Flying Mile average of 322.150 mph. Our record still holds after 11 years but Don says he's coming after us!

For 2002 Team Vesco intends to break the 500-mph barrier in the automotive category, and then reclaim the FIM World Record for motorcycling currently held by *Easyriders*. We better tell Dave Campos to get ready to do battle on the Salt Flats. Bring it on Don! *—Phantom*

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Coast-to-Coast

## Biker News

**BIKERS SUPPORT 9-11 VICTIMS:** In the weeks following the September 11th terrorist attacks on American icons; the twin towers of the World Trade Center in New York and the Pentagon in our nation's capital, bikers across the country have come together to offer support and assistance to the victim's families. From poker runs to rallies to passing the hat, bikers have raised funds and awareness.

Four bikers from South Carolina's Hells Angels Motorcycle Club braved two days of harsh weather while riding to New York City to present a $10,000 check to Engine Co. 33/Ladder 9, which lost 10 men in the World Trade Center attacks. Joining them at the station house were members of the New York City Hells Angels, who gave a $5,000 check of their own.

The Fire Department and EMS are always there for us. It's time we did for them," said Ken Hanneman, 45, who orchestrated the fundraising at The Kickin' Horse, a South Carolina saloon he co-owns.

The money was presented to Battalion 6 Chief Rich Burban outside the station house on Great Jones Street.

From independent riders to outlaws, and from organized charity rides to donation jars at bike shops, motorcycle riders have poured out their hearts and their wallets to help the less fortunate during these trying times.

**EPA SHIFTS FOCUS TO STREET MOTORCYCLES:** According to Reuters news service, on September 19, 2001, the U.S. Environmental Protection Agency proposed to curb emissions from snowmobiles, diesel-powered boats, off-road motorcycles and all-terrain vehicles to help reduce pollution, especially in national parks. New limits will be established for carbon monoxide and nitrogen oxides emitted by the engines, the EPA said.

Off-highway motorcycles and all-terrain vehicles currently regulated by any federal emissions standards will now be encouraged to switch from 2-stroke engines to 4-stroke engines in 2006. In addition, all-terrain vehicles would also need to meet a stricter limit beginning in 2009.

The EPA, which has regulated everything from leaf blowers to hair dryers, had planned to include tougher new emissions standards for street motorcycles too, but in

a surprise move now says it will issue a separate proposal in November. In addition to tightening existing standards, new regulations could require specific components on new motorcycles such as fuel injection and catalytic converters, as well as anti-tampering regulations to prohibit performance modifications.

Public hearings on the proposed emissions regulations will be held in Washington on October 24, and in Denver, Colorado, on October 30. NCOM, along with the AMA and the MRF, encourages concerned riders and motorcyclists rights organizations to make their feelings known to the EPA on this important issue which could affect the future of motorcycling, as we know it.

**WEIRD NEWS OF THE MONTH:** A biker from Berlin whose penis was ripped off in a freak motorcycling accident has had a new one made from a muscle in his arm. Michael Gruber's penis was ripped off by the gas tank of his 900cc Honda when it crashed into a tree. The 37-year-old German man has had months of surgery.

He can now urinate properly and has a full sex life with his girlfriend.

He said: "I flew out of the curve and smashed against a tree. I was squashed between the tank and the seat. The tank was ripped off, and with it my penis. It was in agony, I looked down and it was gone and then I don't remember any more because I passed out."

He added: "The doctors made me a new penis from the muscle tissue in my lower left arm." Surgeons connected a tube inside the muscle to his bladder so he can urinate properly. He is also able to get an erection.

I feel like a real man again," Gruber told the German TV documentary program, *Blitz*.

**QUOTABLE QUOTES:** "You will never know how much it cost the present generation to preserve your freedom! I hope you will make good use of it!"
- John Adams, American Patriot

— *Bill Bish, NCOM*

Photo: provided by Lloyd Thomas

**Jon Andres**

## Racing Hall Of Fame

Time passes, and another "Golden Leaf" flutters and falls from the family tree. On August 11, 2001, Jon Andres passed away as a result of injuries suffered in an incident at Spokane Raceway Park in Washington, on his Top Fuel (T/F) Harley drag bike while taking part in a sport he so dearly loved.

Jon is survived by his wife Cindy, daughter Karli, son Dustin, parents George and Agatha, other family members, relatives, and a lot of friends. He leaves us all with a lot of fond memories.

Jon was a member in good competitive standing in the AHDRA and the CMDRA. He also created strong and reliable performance motors and drag bikes from his Abbotsford, British Columbia, shop, Jarz Performance and Hot-Rod Harley's in Canada.

His many accomplishments are as follows: 1) Jon and his wife Cindy tuned and crewed T/F record holder Robin Gautier to his E.T. record of 6.846, at 198.98 mph in 1998. 2) Jon was the No. 1 plate holder in the "Modified" class in 1997. 3) He was also the mph record holder in "Modified" in '98, and mph and E.T. record holder in '96. 4) Also in '96, he set the 1/8 mile record in Pro Gas. A very impressive track record to say the least.

The above are all CMDRA records, however, throughout the years there were many times that Jon ranked in the AHDRA "Top Ten" points standings. Jon's smile, gentle nature, and tuning expertise will be sorely missed.

A memorial fund has been established in Jon's memory. Donations can be made to the "Jon Andres Racer's Memorial Fund," by contacting Jarz Performance, 33800-B King Road, Abbotsford, B.C., VS2 7M9, Canada. Phone 604-852-4243. Thank you all in advance for your generous support. —*Lloyd Thomas*

**legal-ese**

## New York Update

The biker's rights movement is alive and well in New York. Volunteer lobbyists Bob "Prospector" Boellner, state secretary of ABATE of New York and Larry Schwartz, AMA District 3 president have been lobbying in Albany for the past four years and their persistence is starting to pay off.

During the 2001 legislative session, the pair succeeded in getting not one, but four motorcycle-positive bills to the desk of Gov. George Pataki. While the helmet amendment bill is not among them, this is still an awesome accomplishment and a great victory for the riders of New York.

Voters are urged to contact the Governor's office at: State Capitol, Second Floor, Albany, NY 12224. Politely ask Gov. Pataki to sign the following: accident reporting bill, S2221/A 4156; thruway toll reduction, S705/A 905; motorcycle awareness training, S 2905/A5822; and E-Z pass, S1366/A2024.

Granted, there are formidable obstacles to the helmet bill. This is because of close-minded, non-riding legislators that refuse to acknowledge the facts or heed the wishes of their constituents. With that said, New York's motorcyclists will continue to fight the good fight. For more information, or to join ABATE of New York, call the state office at 716-762-8461, or call Prospector at 518-239-4560.

—*Twiggy*

Two-Wheeled Tidbits

# Spanning the biking globe...

From news I'm reading by Mark Sage in *The PA News*, I guess Britain is having problems with their speeding drivers too. Speed traps there reveal that 66% of cars and 54% of trucks are exceeding the limits on rural roads. Also, 35% of motorcycles are running 5 miles an hour faster than the limits allow. Over 55% of big rigs are exceeding the speed limits on their motorways (freeways), as well. Are we in trouble again?

**Asheboro, S.C.:** There was another fatality in the U.S. because of a police chase involving a motorcyclist. As a result of such chase, we've lost another brother, run over again by a police officer.

This, in the *Asheboro News & Record* written by Chris Helms: Gerald 'Tiny' Abney died as a result of injuries sustained during a low speed chase by police. Apparently the police car ran over Tiny's bike during the incident. Not all details are clear at this writing, except that this big chase was just for a minor traffic infraction."

North Carolina AIM attorney, Bob Donat, is on the job looking at this case.

**San Jose, Calif.:** According to the *San Jose Mercury News*, a judge gave chase on his bike to assists local officers in apprehending a hit-and-run driver. He chased this woman for several miles at speeds up to 60 mph on surface streets in town. Apparently, the old gal had five crashes before the judge stopped her. I wonder if she will go to court or if the good judge took care of things on the spot?

**Tokyo, Japan:** Kawasaki Heavy Industries and Suzuki Motor Corporation are partnering up on the design of a wide variety of American-style bikes. They say they will work together to develop these new bikes and ATVs in order to take advantage of being able to make more profits working together in this world of fierce competition for the biker's dollar.

**Cotabato, Philippines:** Here we go again. An Irish missionary was killed on his bike when he resisted four gunmen who tried to abduct him in the southern Philippines. Haven't we mentioned in the past that it isn't real smart to ride your bike where there's a shootin' going on?

**Fascinating Fact:** In the TV series *Happy Days* the character Arthur "The Fonz" Fonzarelli, couldn't wear his leather jacket unless his bike was part of the scene. Seems the studio had problems with the leather linking the show in some way with a criminal element. That's reaching pretty hard.

**Louisiana:** I read an article from a Louisiana newspaper that hit the nail on the head as far as safety concerns for bikers. The guy said in essence that there were a large group of drivers on the roads today that have "no regard" for anyone on the road let alone motorcycles.

He says the safety solution for bikers is "better training" for all motorists and would-be motorists, and not more equipment laws. Finally, someone understands the problem! If we could get the self-centered driver to wake-up to the fact that he/she isn't the only one on the road that has the right to be there we would all be much better off.

Motorcycle safety is a two-way street. We need alert and cautious drivers, regardless of how they travel from one place to another. It's called respect and just plain courtesy on the road for the other guy.

*—Gunny, Oregon AIM Chief of Staff*

strippin' for a cause

# In The Name Of Civic Pride

Question: How does a cash strapped Sparta, Kentucky, volunteer Fire Department pay for a much needed new fire engine? Answer: Enlists the help of the female strippers from the biker-friendly Racers Premier Gentlemen's Club, who every Friday and Saturday night, proudly strut their stuff, showin' what they got, encouraging patrons to donate money to help the Sparta Fire Department pay off its new pumper truck. Not only is this a unique concept, but these gal's efforts paid off big time.

Naturally, Fire Chief Wallace Patrick took some heat (no pun intended) from a few prudish zealots for accepting money from the club but said, "Some say it's a disgrace to the fire fighting industry. But unless somebody can tell me right now how we can come up with the money, what choices do we have? We wouldn't have the truck without the girls."

Tell ya what Chief Patrick, if one of these zealots' own home or business was goin' up in smoke they wouldn't be askin' for a second where the funds came from to buy a new fire truck.

Racers Premier Gentlemen's Club is located in Sparta right off the I-71 at Exit 57. They also have a designated "motorcycle parking only" zone. So, if you're in the area stop in and check 'em out. It's not only for a worthy cause, but the "eye candy" is some of the best around and these fine ladies won't make you go blind...that is, unless you blink.

*—Twiggy*

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

TITLE: EASYRIDERS; Publication No.: 0046-0990; Filing Date: 10/1/01; Frequency: MONTHLY; Annual Subscription Price: $39.95; Mailing Address: P.O. Box 3000, Agoura Hills, CA 91376-3000; Owners: Paisano Publications Inc., Easyriders Inc.,; Known Bondholders: None; Publisher: Joseph Teresi; Editor: Dave Nichols; Managing Editor: Scott McCool. EXTENT AND NATURE OF CIRCULATION: Avg. No. Copies per issue during preceding 12 monts/No. Copies of Single issue Published nearest to Filing Date: A. Total copies printed - 336,182 / 339,006; B. Paid Circulation; 1. Paid/Requested Outside-County Mail Subs - 108,786 / 111,382; 3. Sales through Dealers, Carriers, Street Vendors, Counter Sales and other Non-USPS Paid Distribution - 84,813 / 85,937; C. Total Paid Circulation - 193,579 / 197,319; D. Total Free Distribution by Mail - 1,795; E. Free Distribution Outside the Mail - 1,997 / 1,936; F. Total Free Distribution 3,723 / 3,731; Total Distribution - 197,302 / 201,050; H. Copies Not Distributed - 138,880 / 137,956; I. Total - 336,182 / 339,006; Percent Paid Circulation - 98% / 98%.

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I WENT OVER TO THE OTHER SIDE OF THAT MOUNTAIN TODAY AND LOOK WHAT I FOUND
TOM WOJAHN

# National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

| State | Safety Helmet | State Funded Rider Ed | Eye Protection | Daytime Headlight | Passenger Seat | Passenger Footrests | Passenger Age Limits | Helmet Speakers | Mirrors | Periodic Safety Inspection | Radar Detection | 65 (or more) mph Speed Limit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alabama | r | a | | 17 | c | c | | | r | | | √ |
| Alaska | 4 | | 15 | 17 | c | c | | p | r | r-28 | | √ |
| Arizona | 4 | a,12 | 14 | 17 | c | c | | | r | r-29 | | √ |
| Arkansas | 6 | | r | r, 17 | c | c | | | r | r | | √ |
| California | r | a, 6,12 | | 17, 21 | c | c | | 25 | r | r-28 | | √ |
| Colorado | | a,12 | r | 17 | c | c | | | r | r-28 | | √ |
| Connecticut | 4, 9 | a,4,12 | 14 | 17, 22 | c | c | | | r | r-28 | | √ |
| Delaware | 1,2,5,9 | a,4,12,13 | r | 17 | c | c | | | r | r | | √ |
| Florida | 32 | a,6,12,13 | r | r, 17 | c | c | | | r | | | √ |
| Georgia | r | a,12,13 | 14 | r, 17 | c | c | | 26 | r | | | √ |
| Hawaii | 1, 4 | a,12 | 14 | | c | c | 24 | | r | r | | |
| Idaho | 4 | a,6 | | 17 | c | c | | | | | | √ |
| Illinois | | a, 4,12,13 | 14 | r, 17 | c | c | | | r | | | √ |
| Indiana | 4,9 | a,12 | 4 | 17,18 | c | c | | | | | | √ |
| Iowa | | a,4,12 | | 17,20 | c | c | | | r | | | √ |
| Kansas | 4 | a,12 | 14 | 21 | c | c | | | r (left) | r-28 | | √ |
| Kentucky | 3, 6, 9 | a,12 | r | | c | c | | | r | 29 | | √ |
| Louisiana | 4, 31 | a,12 | 14 | 17 | c | c | | | r (left) | r | | √ |
| Maine | 7 | a,12,13 | | r | c | c | | | r | r | | √ |
| Maryland | r, 1 | a, 4,12,13 | 14 | | c | c | | 25 | r | 30 | | √ |
| Massachusetts | r | a,12 | 14 | 17 | c | c | | p | r | r | | √ |
| Michigan | r | a, 4,12 | 14,16 | 17 | c | c | | | r | r-28 | | √ |
| Minnesota | 4, 9 | a, 4,12 | r | r, 17 | c | c | | 25 | r | r-28 | | √ |
| Mississippi | r | | | | | | | | | r | | √ |
| Missouri | r | a,12 | | 17 | | | | | | r | | √ |
| Montana | 4 | a,12 | | r, 17 | c | c | | | r | | | √ |
| Nebraska | r | a,12,13 | | 17 | c | c | | | | | | √ |
| Nevada | r | a,12 | 14 | 17 | c | c | | | r | | | √ |
| New Hampshire | 4 | a,12 | 14 | 17 | c | c | | | r | r | | √ |
| New Jersey | r, 1 | a | 9a | 17 | c | c | | | r | r | | √ |
| New Mexico | 1, 4 | a,4,12,13 | 14 | 17 | c | c | | | r | r-28 | | √ |
| New York | r, 1 | | r | r, 17 | c | c | | 25 | r | r | | √ |
| North Carolina | r | a | | r, 17 | c | c | | | r | r | | √ |
| North Dakota | 1, 4 | a,10 | | 17 | c | c | | | r | | | √ |
| Ohio | 3, 4 | a,4 | 14 | 17 | c | c | | | r | r, 28 | | √ |
| Oklahoma | 4 | | 14 | r, 17 | c | c | | | | r | | √ |
| Oregon | r | a,12 | | r, 17 | c | c | | | r | r, 28 | | √ |
| Pennsylvania | r | a,12,13 | r | 17 | c | c | | 26 | 19 | r | | √ |
| Rhode Island | 3, 6, 8 | a, 11,12,13 | r | | c | c | | p | r | r | | √ |
| South Carolina | 1, 6 | | 14 | r, 17 | c | c | | | r | r | | √ |
| South Dakota | 4 | a,12,13 | 14 | 17 | c | c | | | r | | | √ |
| Tennessee | r | a,12 | 14 | r, 17 | c | c | | | r | | | √ |
| Texas | 31 | r, 4 | | 17a | c | | | | r | r | | √ |
| Utah | 4 | a,12 | | 17 | c | c | | | r | r | | √ |
| Vermont | r, 1 | a,12 | 14 | 17 | c | c | | | r | r | | √ |
| Virginia | r | a,12 | 14 | 17 | c | c | | | r | r | p | √ |
| Washington | r | a, 4 | 14 | r, 17 | c | c | 23 | | r | r, 28 | | √ |
| West Virginia | r, 1 | a,12,13 | r | r | c | c | | | r | r | | √ |
| Wisconsin | 4, 9 | a,4,12 | 15 | r, 17 | c | c | | | r | r, 28 | | √ |
| Wyoming | 4 | a | | r, 17 | c | c | | | r | | | √ |
| Wash DC | r | | 14 | 17 | c | c | | | r | r | p | |

**LEGEND:**

√ In effect on designated rural interstate highways
**r** Required by law
**a** Available for all eligible applicants
**p** Prohibited to use or possess
**c** Required if carrying a passenger
**1** Reflectorization required
**2** Must have in possession
**3** Required for novice riders
**4** Required under age 18
**5** Required under age 19
**6** Required under age 21
**7** Required under age 15 with learner's permit or for one year after obtaining license
**8** Required for passengers
**9** Required for instructional permit holders
**10** Required under age 16
**11** Required for first-time applicants
**12** May waive skills test for successful completion of rider education
**13** May waive knowledge test for successful completion of rider education
**14** Required by law unless equipped with windscreen
**15** Required unless equipped with windscreen that is 15 inches above handlebars
**16** Required at speeds over 35 mph
**17** Modulating headlight permitted
**18** Required for vehicles manufactured after 1/1/56
**19** Required for vehicles manufactured after 1/1/75
**20** Required for vehicles manufactured after 4/1/77
**21** Required for vehicles mfg'd during or after 1978
**22** Required for vehicles mfg'd during or after 1980
**23** Prohibits passengers under age 5
**24** Prohibits passengers under age 7
**25** Single earphone only
**26** To be used for communication purposes only
**27** Required by inspection regulations
**28** Random
**29** Annual emissions, some areas
**30** Upon title transfer
**31** Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
**32** Not required over 21 with a minimum of $10,000 in medical insurance.

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T314

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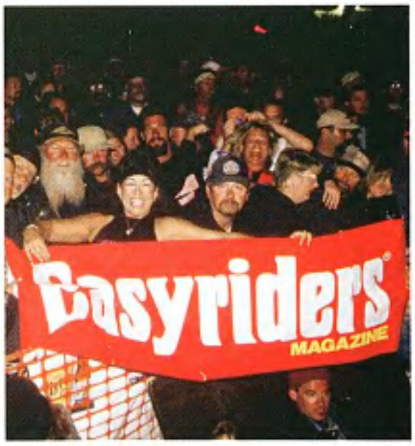
Street ____________________ Apt. # ______
City/State ____________________ Zip ______
Phone ( ) ____________________
E-mail ____________________

# Gettin' Funky In The Redwoods

"COME ON BABY AND DO THE LOCOMOTION WITH ME."

**The 24th Annual Redwood Run jammed and howled this year over June 8, 9 and 10 at the Kiwanis' Riverview Ranch in Piercy, California. This kick-ass bike event fills the redwood groves of Humboldt and Mendacino counties with thousands of over-worked bikers who turn back into kids for a weekend.**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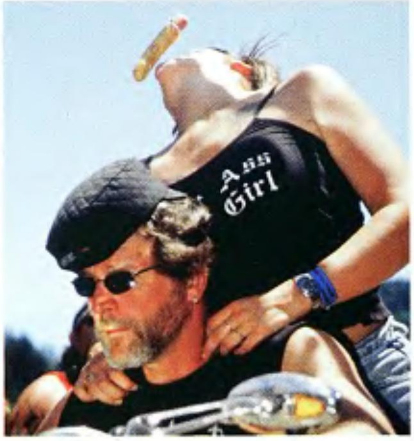
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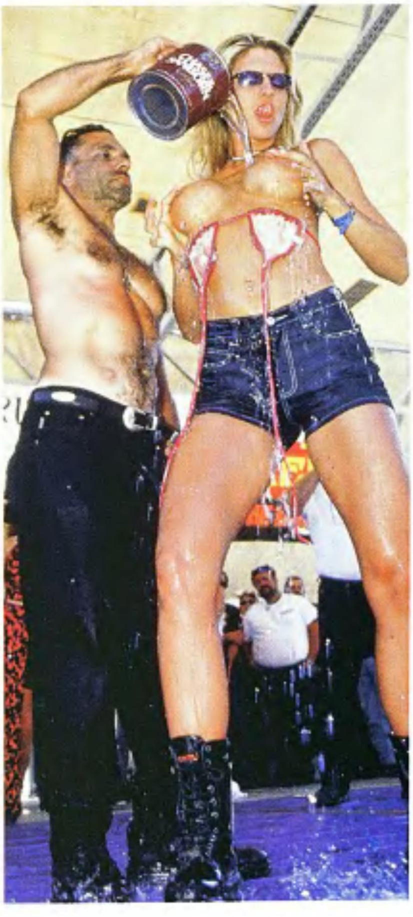
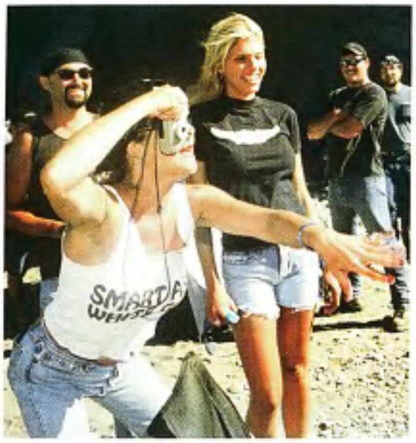
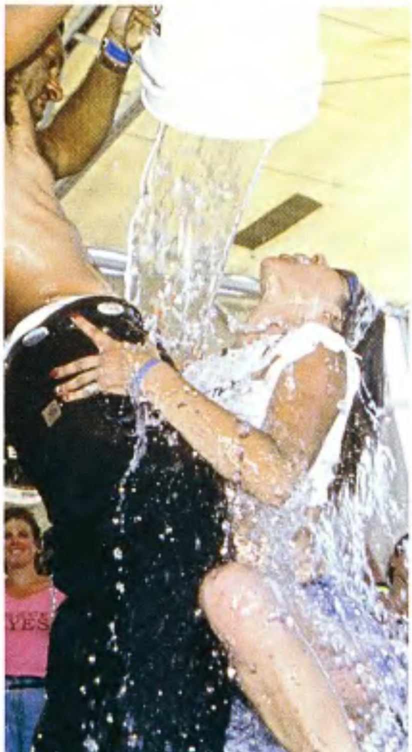
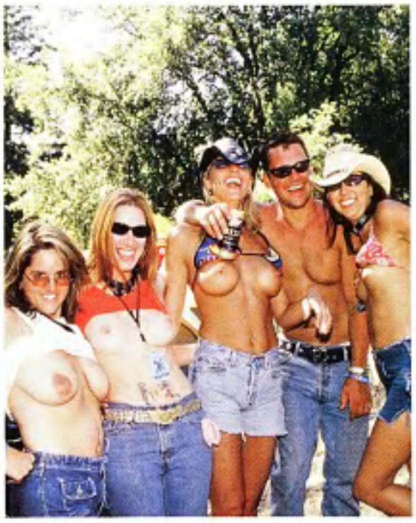


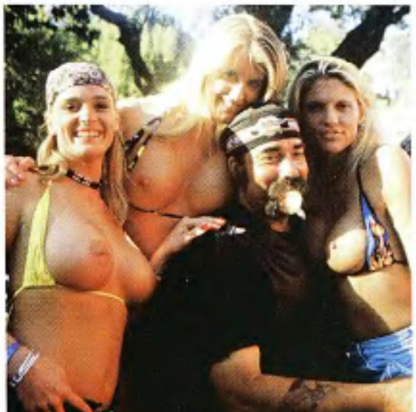


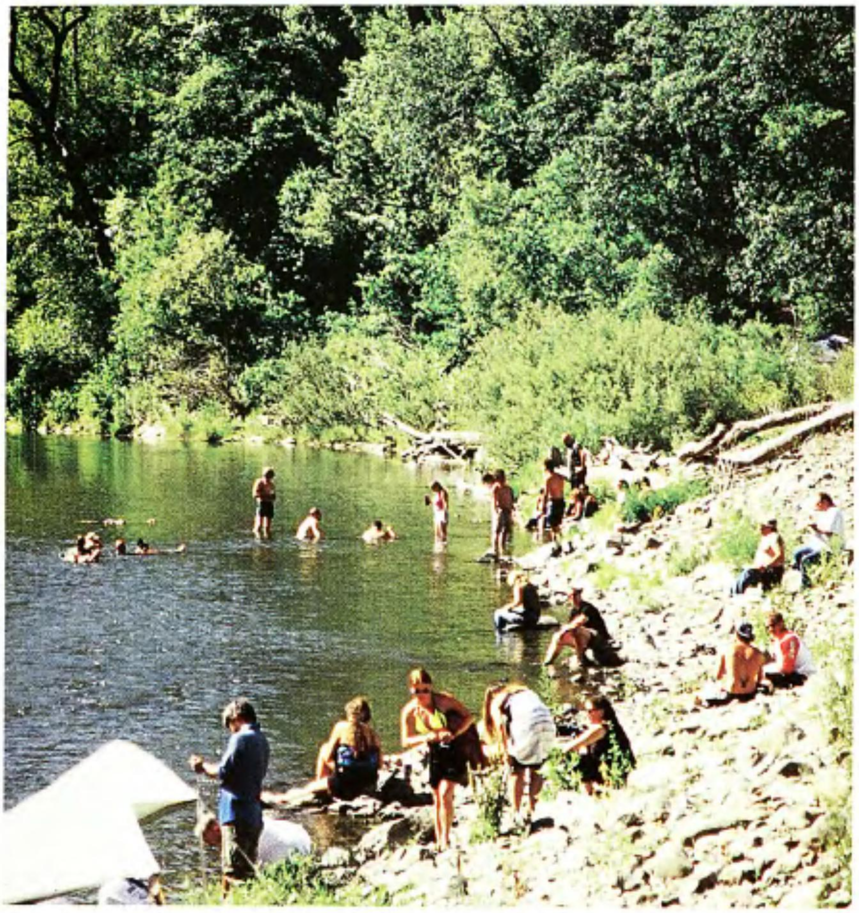


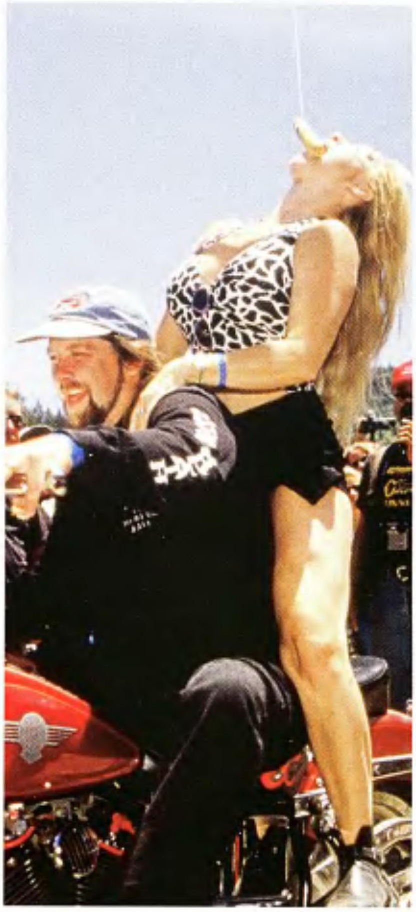


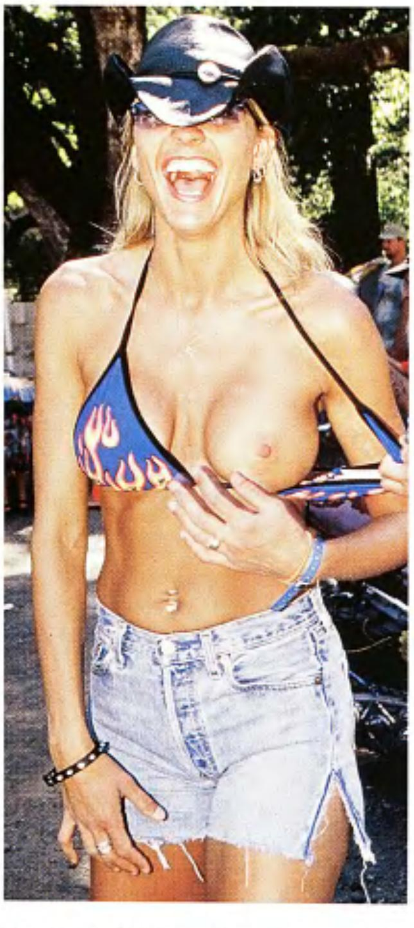
The party really starts Thursday afternoon as people start camping out at the gates, just to get in early Friday for prime, first-come first-serve, rally camping sites. Some people have been coming to this event for years and have their favorite spots. They come early and camp out to get that special place on top of the hill with a view of the bands, or the spot down by the river near the swing for some water sports. Chico's grove is a shady little oasis away from the noise, dust and heat of the main event. Chico's friends and family have occupied this choice location since the run has been held at the ranch.

Friday the gates opened at 10 a.m. Bikes and trikes poured into the campgrounds like crazed kids turned loose on a scavenger hunt. Everyone started raising tents and settling in. At 12 p.m. the vendors opened shop and Miller Genuine Draft, the official rally beer, started to pour. The first guy in line, who was directly in front of me, bought 10 beers to start with, he said he planned on wearing some. By 2 p.m. I needed something solid in me and spotted my favorite vendor, The Frito pie & green Chile guy!









Photos: Stan Miles

At 3 p.m. the entertainment started with Dirty Little Secret, followed by Bad Manor, and a trip to the porta-potties for a dirty little secret of my own. The Pulsators started around dinnertime and it was off again to the chow and beer lines. Norton Buffalo & The Knockouts kept the crowd warm until 10 p.m. when The Jeff Healy Band, Friday's headliner, scorched the stage with smokin' blues, followed by the last band of the night, Big House, who brought the house down.

Saturday morning early, we were blasted into the world of the living by drag pipes next to the tent. We stumbled down to the motorcycle field events before the end of the weenie bite contest, besides, who wants to see the early morning slow races anyway?

How much wood, would a woodchuck chuck, if a woodchuck could chuck wood? About as much wood as you would sport during the Redwood Run wet T-shirt contest. The wise powers in charge leave two hours to whittle the competition down. There were 78 tits signed up for the gala event and a few more bounced onto the stage during the show.

As is the custom at many wet T-shirt contests, the honors of wetting the girls down was auctioned off for a good charitable cause, probably for kids, kind of a "tits are for tots" thing. This year's titty-wetter forked out $600 for the honor and pleasure of doing a good deed.

Right from the start the girls knew it was gonna be skin-to-win tit fight, which until ya whittle em' down a bit, can be kinda scary. I've seen shit in the first round of titty contests that would, well, let's not go there. The first round took about an hour and was more of a nude variety show. From a field of roughly 40 ladies, the crowd had chosen 10 hotties to put through their paces in the second round.

Ding. Wiggles and jiggles, bumps and grinds, big-plump titties and itty-bitty behinds. Perky goose-bumped nipples and shiny-shivering cheeks, deliver us oh pagan gods to the third round safely. Amen.

Ding. Oh my god, Round 3, with five gorgeous scooter foxes left and I've already blown most of my film. Whew, got to slow down, easy boy, focus. Those girls must've been yoga instructors. The music was loud and heavy, as the girls tried to win the crowd.

By Round 4 there were three left, all blonde, all fine, and all willing to get a little wilder. We can't show ya the pictures, and I'm not sure if I could even do Round 4 justice in words. This is somethin' like the Grand Canyon; ya just gotta go see it for yourself some time. Amy from Everett, Washington, took third, Danielle from Salem, Oregon, took second, and Linda from Keizer, Oregon, became Miss Redwood Run 2001 and everyone went and had a cigarette.

The Kiwanis had been dishing out a steak dinner with all the trimmings all day and I needed some more nourishment before the bands started. At 6 p.m. the Joanna Conner Band rocked us with more blues, followed by Levon Helm & the Barnburners. Saturday night's headlining band was Grand Funk Railroad and the "American Band" didn't disappoint. Twenty-somethings and 50-somethings were grooving together to the funk. Black Oak Arkansas rocked the crowd way into the night.

Kicking back on the hill with the ol' lady, listening to "I'm Your Captain" and enjoying everything the run had to offer, made everything else in the world just disappear for a while. I think everyone got on board The Railroad and took a little trip. I can't imagine how they are gonna top it next year for the 25th Anniversary. But there's only one way to find out. See ya there next year, and don't forget the run sells out early. For tickets check out www.redwoodrun.com.

*—Stan Miles*

Ya know where dirt highways run through the cornfields and where people drive their farm tractors to work? Oh, and the sheep! Well, I'll just say the sheep are scared.

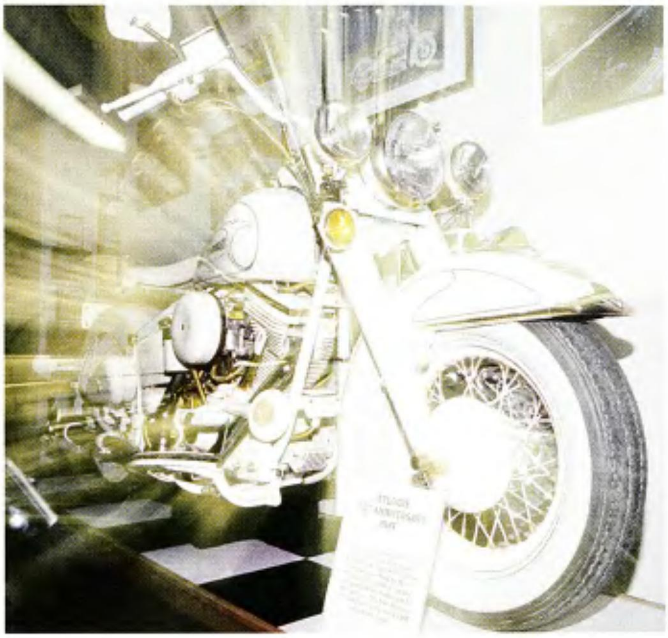
I guess I shouldn't talk too much shit. I mean, considering I was born and raised in Iowa, I should have a clue as to what continent it's on. And that whole sheep story, well that's just not true. That only happens in Illinois.

But seriously, I wouldn't take it so far as to call Iowa heaven, but Iowa is now home to a little piece of heaven. After 13 years in Sturgis, South Dakota, the National Motorcycle Museum and Hall of Fame recently relocated to a new home in Anamosa, Iowa.

# National Motorcycle Museum

HOG HEAVEN COMES TO IOWA

**Is this heaven?
No. It's Iowa.
Iowa? Ain't that a river
over in Egypt?
No, you dumbass! It's that
small state smack dab in the
middle of the U.S.**



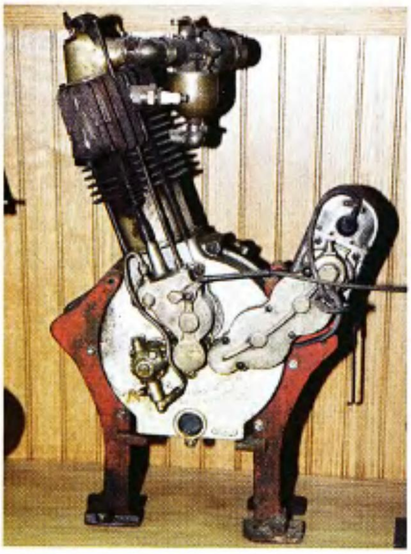
The grand opening celebration was held on June 2 and 3, 2001, in conjunction with J&P Cycles Open House and the Midwest Hillclimbers Association's 52nd Annual Hill-Climb.

As you enter the front doors of the museum, the walls are covered with plaques honoring the founders of the museum, the lifetime members (including *Easyriders*) and a wall of remembrance for members that have passed on. From there, you walk into the 800-square-foot gift shop full of souvenirs and motorcycle-related gifts.

I visited the museum a few times while in Sturgis, but as I stepped into the museum at the Anamosa location, the first thing I noticed was how much larger it was. The 8,000-square-foot building is more comfortable than the old location. Not to mention the lighting, which was much better. And the checkerboard floor adds a vintage appeal.

I also noticed that a few bikes from the Sturgis location were no longer on display, but considering most of the bikes are on loan from private collectors, then it's understood. However, with over 60 bikes on display, there was still plenty to admire. Some collectors simply exchanged bikes on display, while many new collectors decided to show off their prize possessions.

Jon Parham had a number of bikes on display, including a 1908 Indian board-track racer, and his bright yellow 1955 panhead, which has been featured on the cover of the J&P Cycles catalog. Other collectors include Dave Ohrt with a 1910 Detroit Henderson 4-cylinder, E.J. Cole with a 1946 Indian 841 military, and Justin Earhart with a 1960s Indian minibike, which I was told he learned how to ride when he was 3 years old.



One of my personal favorites was a 1919 Excelsior with sidecar, owned by Robert McClean. This bike was found in pieces in an old bankrupt paint shop. Along with the pieces were the sidecar and the frame, which had been cut up to be used as scrap metal. The frame was re-welded and reassembled to factory specs by Bill Truman. Bill definitely put a lot of heart and soul into this beautiful machine.

Although museums typically have antique and vintage items to show, this museum also shows some newer models, such as a 1986 1100 Sportster owned by John "Freebird" Thill, a 1998 Captain America replica of the bike Peter Fonda rode in the movie *Easy Rider*, and the 50th Anniversary Sturgis Heritage Softail, featuring a lot of 24-carat gold plating, which was donated to the museum by Nace Panzica.

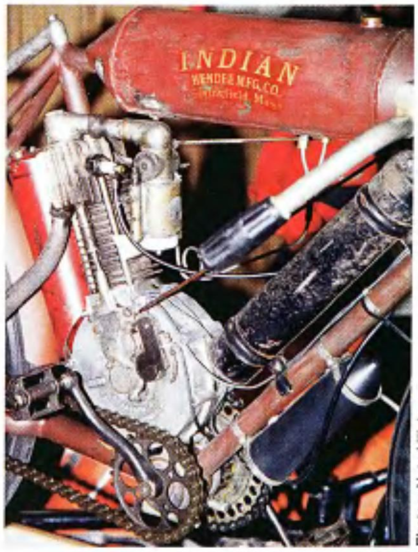
As if the bikes weren't enough to see, there's also a large motorcycle toy display, an Evel Knievel display, and a very unique motorcycle engine display with over 30 antique motors, including a brand-new Indian Scout motor. There's thousands of other motorcycle related items also, including trophies, clothing, antique pedal cars, billboards, photos, etc.

To top it all off, there's a room set aside full of photos and memorabilia of all the Hall of Fame inductees, including Dot Robinson, Pappy and Pearl Hoel, Senator Ben Nighthorse Campbell, and the late Rip Rose just to name a few.

The museum is located at 200 E. Main Street in downtown Anamosa and is open year-round. Admission is only $4 and children 12 and under are free with an adult, but believe me, that's money well spent. While you're in Anamosa, head one mile north on Highway 151 and check out J&P Cycles headquarters. There you'll find more memorabilia on display, along with a huge showroom with more unique bikes on display, including the *Easyriders* and J&P Cycles contest bike to be given away to some lucky biker. Or, if you're there the first Sunday in June, check out the hill climb just a few miles south of Anamosa, also on Highway 151.

Anamosa is located just a few hours west of Chicago, and east of Des Moines. So next time you're riding cross-county on Interstate 80, just turn north onto Highway 151, and it will lead you directly to Iowa's little piece of heaven.

*—Natanic*




Photos: Nate Ullich

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# TalkingTech

## IT LOOKED EASY ENOUGH IN THE BOOK

I bought a used '79 XLS. The day I bought her she dropped a valve and left me standing with a shattered piston. I rebuilt the motor with a 60-over bore. She has Andrews cams, drag pipes (which I have modified buy cutting the slash tips off and putting a bolt through the center for a little back pressure), stock ignition and the stock AMF Harley carb, with an aftermarket 7-inch breather.

My problem is, after breaking in the rebuild by keeping her under 50 for the first 500 miles. I (of course) had to test her. The first time I hit 75 she bucked and fell back down to 65 and wouldn't get back above 70. I kept trying her more, and finally, I got her to wait till 80 before she bucked (several different rides). But if I'm cruising at 70, after a while she'll buck and act like she's going to die till I let off the throttle; then she'll line back out and ride normally. I have replaced the advance springs. I have been told it sounds like a timing problem. Yet, the timing light shows it to be right. I can't figure out what's wrong. I sure ain't no mechanic. The carb's top adjustment screw was stripped out so there ain't no way to change the adjustment. I plan on changing the carb to an S&S Super E. But I need to recover financially after the rebuild first.

Stretch
via the Internet

*First off, you tell me you're not a mechanic, but you rebuilt your motor? STOP IT RIGHT NOW! Do not attempt to rebuild your motor if you don't know what you're doing. Normally I wouldn't run this letter; however, I have a feeling there are many of you out there that will run into the same problem. OK, you "broke in" your motor and then you take off at high speed? That makes no sense. When you do this type of work, you have to TAKE IT EASY with the motor. Break it in, but then check it out before you start feelin' like a drag racer. Just because you were gentle to start with, doesn't mean it's now OK to ride it a 100 mph. It's still possible to stick a valve or a piston at this stage. Besides, Stretch, you said yourself "I sure ain't no mechanic." Well, do I really need to continue with this ?*

*As far as your carb problem goes, it sounds like you already know what the problem is. If the mixture screw is stripped out like you say, then it's time to fix your carb or get a new one. But first, understand this one thing: If you don't know how to make the repair, don't start it. After all, if your appendix were giving you problems would you try and remove it yourself?*

## DOESN'T TRUST HIS BROTHERS

Hey Gearhead, I'm starting a new project and would appreciate your technical expertise, since my bros say this won't work. I have a 4-speed ratchet-top tranny that I want to convert to a 6-speed in a 4-speed box. I also must have a kicker and keep my 1:1 speedo drive. I also plan on doing this old-school and do my own work, not shell out any cash to some overpaid mechanic—there's just no satisfaction in cash and carry products. Whatchya say?

Richard
Elmore, Alabama

*First, buy all your bros a beer and apologize for even asking this question and doubting their advice. I don't know of anyone making that setup. The closest I've found is RevTech's 5-speed in a 4-speed box. I'm sure though, if you build it, they will come. You think shop mechanics are overpaid? Hell, tell me which shops, so I can go there and stop bustin' my hump for a livin.*

## I WANT TO WIDEN MY REAR END

I have a 1978 FX with a chain drive and would like to switch to a belt. I need to know if there is anyone who could widen the square chain drive swingarm to fit a belt drive or would it be cheaper to buy a new swingarm?

John Nordquist
Colorado Springs, Colorado

*Santee does make a wide-drive swingarm setup, however, most of the wide-drive swingarm kits are made for Softail applications and will run you a minimum of $1,000. However, that's just for the components, not the labor and fabricating that needs to be done. I think anything you do will be a custom job and the word "cheap" isn't going to be used by anyone you take this project to. You'll need front and rear pulleys, a different clutch and primary setup, a different tranny main-gear drive and you may even want to think about using a different transmission.*

## WHAT DO I DO?

Gearhead, lately I've been reading some of your responses and I'm almost too afraid to hear about this one...but here goes. I'm kinda new to this riding thing and want to do my own work on my bike. Now, since I'm new at this I want to take the hard stuff to a shop, but what about oil changes and stuff. Do I really need to do this every 3,000 miles? And what about transmission fluid? And I heard you have to grease your cables and...Oh, my head hurts. I need a beer.

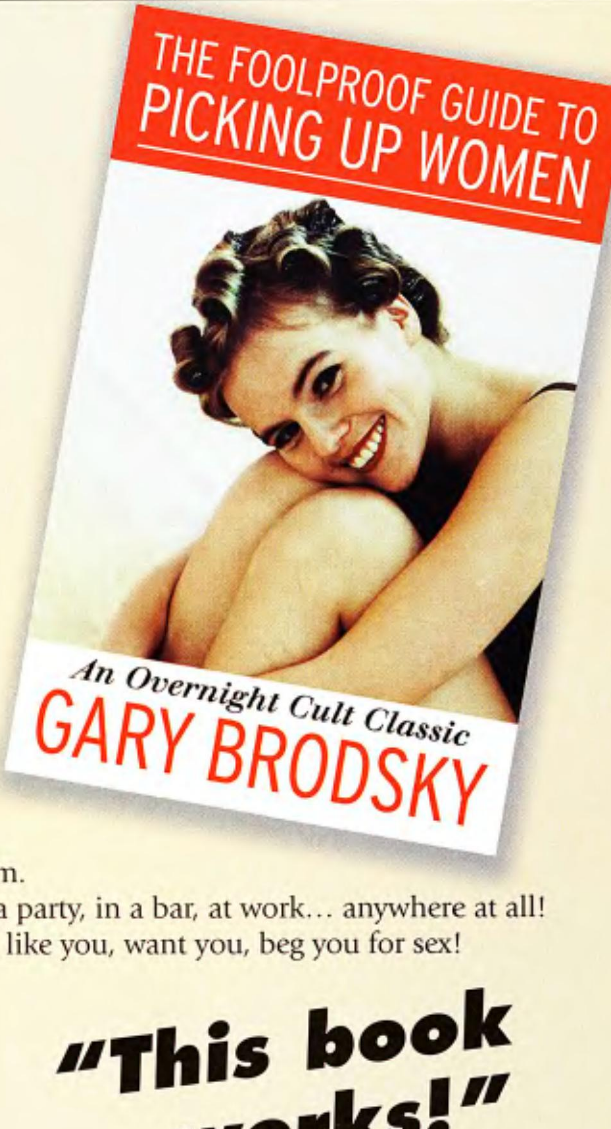
Dave Handsen
El Rio, California

*First, have a couple of coldies and relax a little. I won't hurt ya too much. Every man has to know his limitations and so far you're starting off on the right foot. Some folks start on the left, but that's another story. Anyway, you don't say if the bike is new, used, or if there was a warranty situation or anything. So, we'll take it slow. Depending on how often, how far, or how hard you ride, all have to be taken into consideration on fluids. Rule of thumb: Change your oil every 3,000 miles, including the filter. Some folks change the trans fluid at the same time. It's up to you. Always make regular checks of the levels and the fluid's consistency. If the fluids are gummy and dark, you need to change 'em ASAP. For now, that's all you really need to be too concerned about. If the bike is new, maintain the warranty service the dealer suggests. If ya bought it used, have a shop (ask your buddies who to take it to) give it the once over. Then, go get a service manual, pay close attention (put the beers down), and keep your scoot well maintained. Simple.*

*—Gearhead*

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

# INTRODUCING...

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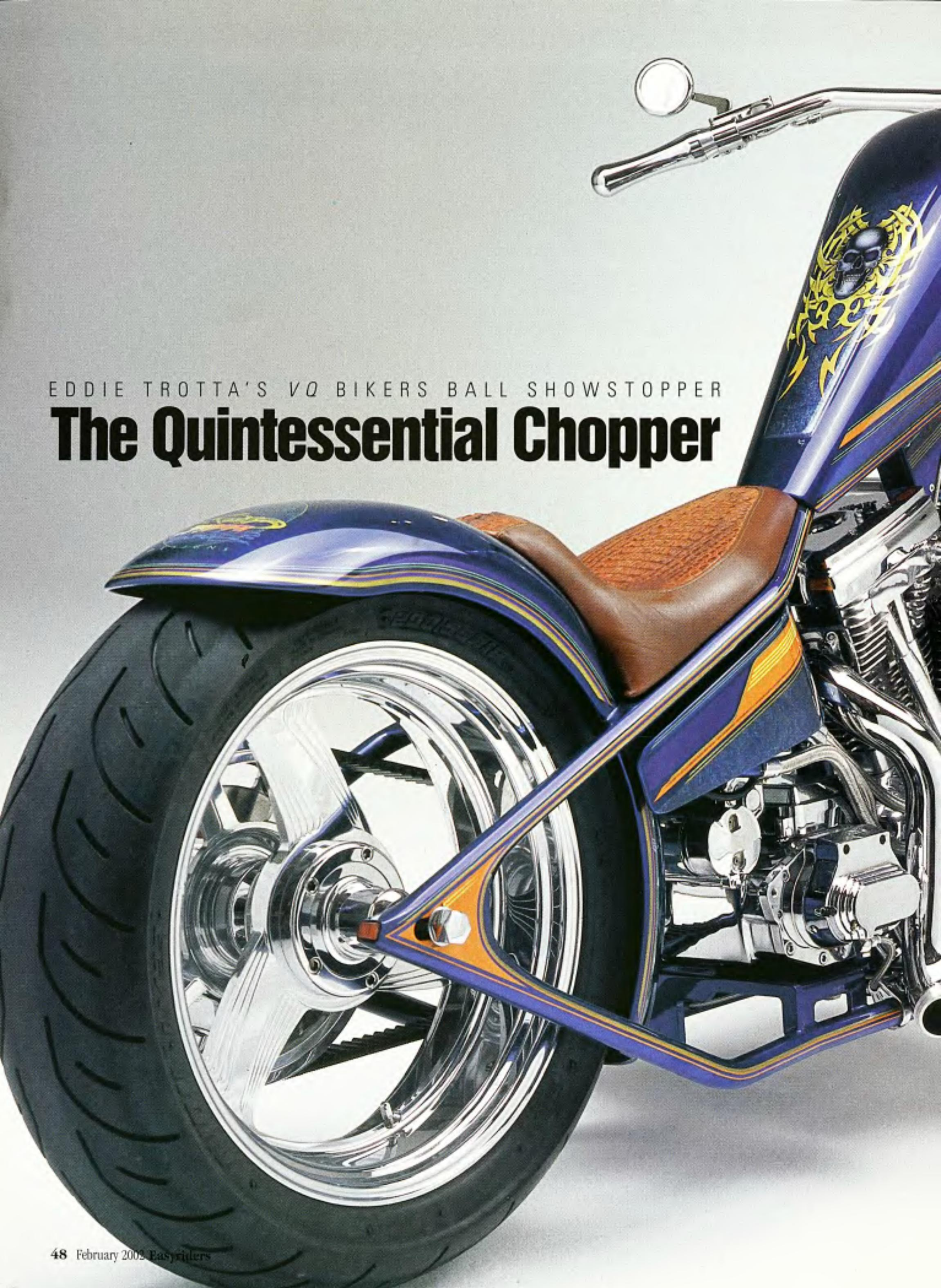
# The Quintessential Chopper



There are bike auctions, and then there are bike auctions. And then there is the annual *VQ* Bikers Ball Awards and Auction held annually in Daytona Beach during Bike Week, the proceeds going to benefit the Boys and Girls Club of Broward County. Each year a luminary from the world of the "Master Builders" contributes his time, talent, and creative energies to fashion not just any custom bike, but one that will hopefully cause a feeding frenzy among the Bikers Ball attendees and empty the deepest of their pockets, all for a good cause. And don't you fret none, they come away with some exclusive "prizes" as did Dave Russell when he rolled out of the party aboard this unique Sunshine State custom retro-chopper. Dave's name might sound familiar—as in Russell Lines.

When it came to building this showpiece we went to the right place, checking in with master builder Eddie Trotta. From his Ft. Lauderdale hotbed for pavement pounders, Eddie's Thunder Cycle Designs has garnered a wall full of Best of Show trophies and a long list of very satisfied customers.

Eddie is locked into the 24/7 work schedule, not only designing and fabricating bikes, but also busy preparing his new 8,000-square-foot state-of-the-art body fab/painting facility adjacent to his original showroom. But when he was called upon to serve up, you could say

literally overnight, a special serving for the Bikers Ball auction, he stepped up to the plate big time.

Designated the 2000 Thunder Storm, the six-month fab by Eddie and the Thunder Cycle Designs crew was based around a "Gambler" hardtail frame stretched 6 inches and raked 42 degrees while 2-inch over top tubes gave it an even more angular appeal. Poetry both standing still and in motion, the upscale chopper interpretation was further confirmed by Eddie's choice of the peanut-style gas tank and the Sundance 12-inch over springer front end, giving the bike a decades-bridging past and future look.

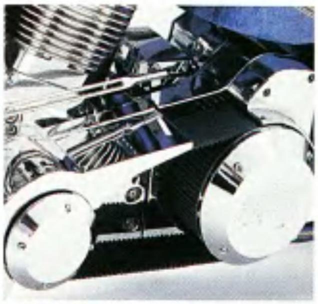
Seamlessly embedded into the finely molded frame went an 107-cubic-inch S&S power unit featuring JIMS lifters, Crane ignition, and fed by an S&S G carb all of which was linked to a 6-speed gearbox. You'll notice, or rather not notice, all the wiring and lines so cleanly removed from sight. And catch where Eddie molded in those tiny LED brake lights where the frame swirls around behind the axle. A truly clean machine in all respects, and as Eddie sums it up, "We were trying to build an ultra simple chopper." A goal totally achieved both in its execution and its reception at the Bikers Ball charity auction.

You can put a Thunder Cycle Designs check mark by almost all of the bike's list of components including the gas tank, oil tank, bars, risers, fenders, taillight, and pegs. You'll find these very same prime pieces available, for the most part, in Eddie's wish book catalog of custom parts...except of course for the one-off handiwork by TCD's metal magician Greg Kramer that gives new meaning to "Retro-New Millennium Chopper." The rest of the "right stuff" consists of a Headwinds headlight, a Jeff Phippes seat, Win Products wheels, and PM and GMA brakes.

The rich, vibrant cobalt blue paint was sprayed over that silky smooth steel exterior by TCD's own master painter, aka Chip. The special graphics were created by none other than the "Michaelangelo of Pigment", Sonny DePalma. "Sonny, like myself, goes way back. He's a guy you can count on. We both wanted a special look that would pay homage to the classic days of chopper paint designs so we chose the traditional '70s style panel look."

We had to let Eddie get back to work, he was spinning out two new bikes as we spoke; masterpieces, no doubt, that you'll find here in the pages of *Easyriders*. In the meantime, if you want a closer look at his fine line of products, check out Eddie's Web site www.thundercycle.com or call him at 954-763-2100.

*—Paul Garson*



**Owner:** Dave Russell
**City:** Daytona Beach, Florida

**General**

Designer: Eddie Trotta

**General**

Fabrication: Eddie Trotta/Brian
Year and make: 2000 Thunder Bike
Model: Thunder Storm
Assembly: TCD, Eddie and Brian
Time: 3 months
Chroming: S&H

**Engine**

Year: 2000 S&S
Model: Sidewinder
Rebuilder: Thunder Cycle Designs
Ignition: Crane
Displacement: 107 cubic inches
Lower end: S&S
Balancing: TCD
Pistons: S&S
Heads: S&S
Cam: 600
Lifters: S&S
Carb(s): S&S G
Air cleaner: Thunder V-Stack
Pipes: Thunder

**Transmission**

Year: 2000
Modifications: 6-speed
Shifting: foot
Engine sprocket: 24-tooth
Trans sprocket: 30-tooth
Wheel sprocket: 65-tooth
Molding: Greg Kramer
Painter: Chip
Color: cobalt blue
Type: House of Kolor
Special paint: Sonny DePalma

**Frame**

Year: 2000
Builder: Gambler
Type: hardtail
Rake: 42 degrees
Stretch: 6 inches
Shocks: n/a
Other alterations: 2-inch top tubes

**Accessories**

Bars: Thunder Cycle Designs
Risers: TCD
Handlebar controls: TCD
Headlight: Headwinds
Taillight: TCD
Front pegs: TCD
Rear pegs: TCD
Gas tank: TCD
Oil tank: TCD
Electrics: TCD
Oil system: TCD
Primary cover: TCD
Seat: Jeff Phippes
Grips: TCD

**Forks**

Type: springer
Extension: 12-inch over
Builder: Sundance

**Wheels**

**Front:** Win Products
Size: 21-inch
Hub: narrow
Rim width: 2.15 inches
Tire: Avon
Brake: Performance Machine
**Rear:** Win Products
Size: 18-inch
Hub: TCD
Tire: 200 Avon
Rim Width: 8.5 inches
Brake: GMA
**Photographer:** Don Rodgers

Chill the Glasses
& Start Your Engines...
Each year at Daytona Bike Week *Easyriders/V-Twin* hosts the VQ Bikers Ball. People come in from all over the country to participate with the movers and shakers of the custom motorcycle world for four days of sun, fun, rides and surprises for a great cause benefiting the Boys & Girls Clubs. This black leather and black-tie event allows you to experience all the hottest spots of Bike Week along with awesome custom bikes, four-star dinners, afternoon rides, the prestigious ViQe Awards Ceremonies for Excellence in Custom Building and a mind-blowing charity auction featuring custom built motorcycles, rare motorcycle memorabilia, jewelry, lavish travel packages, amazing moto-art and more. We've invited the world's most elite master bike builders and you for a week you'll never forget.
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# Kreative Koloring

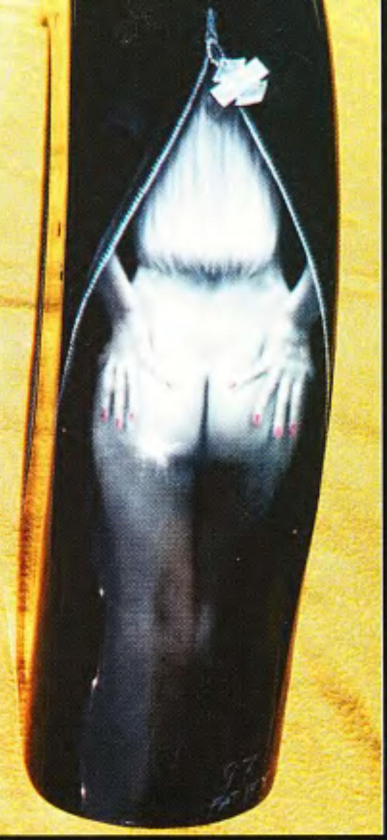
DENNY BLOOM PAINTS FROM THE HEART

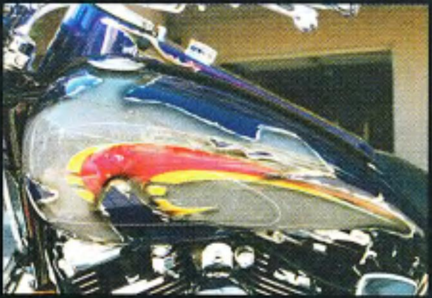
Last year, at about this time, Denny Bloom had just finished the most important paint job of his life—at least as far as we here at the rag were concerned. That's because Denny had been working on the *Easyriders* 30th Anniversary bike, which was built by the talented crew at Denver's Choppers to sort of serve as a framework for 30 years of glorious chopper building and riding. We figured, "when you want the best, you go to the best."

But then, it only seemed to befit the whole scheme of things, because Denver's has been around since 1967, and Denny himself got started in the paintin' business just around the time *Easyriders* was forged from the steel and iron permeating the chopper scene at the time.

Having started his paint business back in '70 or '71 in Illinois, where he concentrated mostly on Vettes and show cars, Denny moved to the warmer climes of Phoenix, Arizona, back in '84 and has been there ever since, albeit in different shops through the years. About 11 years ago Dennis made the jump from cars to motorcycles. "I've been riding since '69," Denny says. "I had just gotten out of the service, bought myself a bike and stripped and modified it to make it look like Peter Fonda's Captain America bike. But the bike painting part started in about '90, when I had just done my own bike. Somebody saw it and asked me to do his, and it just sort of took over the business, so I just decided to eliminate the Suburbans, the trucks, the rods, and everything else and to get into the motorcycle end of it exclusively."

With 2,500 square feet currently serving as his personal domain in Mesa, Arizona, and five guys under him, Denny has his hands full. While our 30th Anniversary bike may have one of the more important assignments, it certainly wasn't his wildest. "A long time ago I did one for Paul Yaffe, when he first started out. It was an FXR; I don't remember what year. We made the bike look like it was breaking apart. Behind it were all kinds of gear drives, circuit boards, wiring... It even had a household outlet that I





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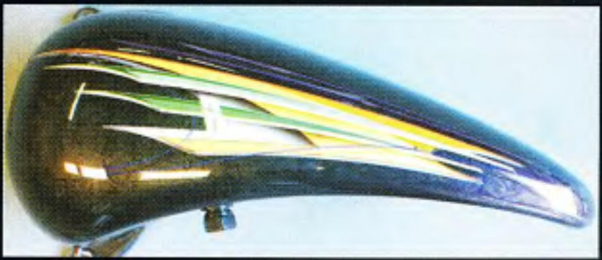

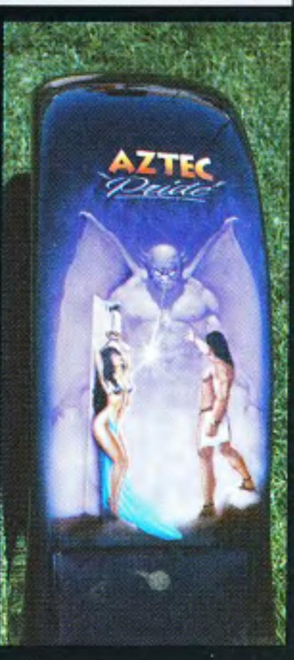
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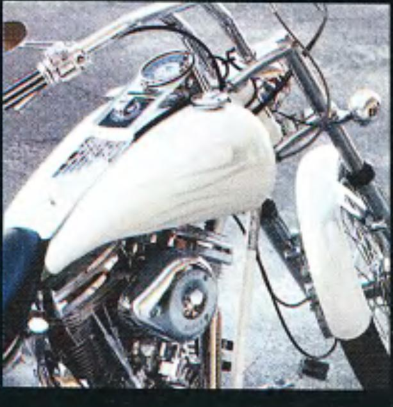


airbrushed in. That was a lot of fun."

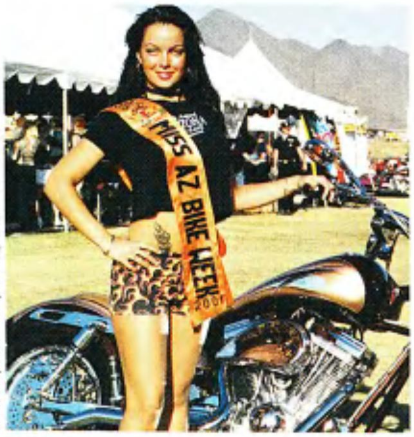
Things aren't necessarily as much fun anymore these days, but perhaps more subtle and meaningful than household outlets. "We just completed a project commemorating the September 11th event," Denny elaborates. "It was a touchy subject, and I polled several of my customers from around the country, and what we did is we put together a sort of commemorative scheme. It's the head of a bald eagle on an otherwise pitch-black bike, a Deuce. We completely detailed out the eagle's head with a tear coming down from his eye, and behind that is the World Trade Center on fire. And on the back fender, we have in small script the date, September 11, 2001. We just cleared it last night." The bike will be on the shop's Web site, www.kreativekoloring.com, unless, as Denny puts it, "we sell it before then."

The Web site, by the way, has been very good for Denny, and through it, he has customers all around this country, among them several manufacturers. The process is simple, according to Denny: "A client can drop ship his sheetmetal, from whatever source he gets it, to us and then call us to order whatever paint job he has in mind." Turnaround time and price obviously depend on the scheme and complexity of the paint job.

Any potential disagreements are likely to be handled by Denny's two sons who help out in the shop. Standing 7 foot 1 and 6 foot 9 respectively, they seem to have been able to keep complaints at a bare minimum and are helping the shop run smoothly, which Denny, at 6 foot 5 the shrimp of the gang, appreciates.

For a closer look at the wizardry happening at Kreative Koloring, visit Denny and his crew online, or give them a jingle at 480-668-0709. They'll appreciate your interest and will make sure your next paint job won't come up short.

Okay, I couldn't help it. —*Tripper*




Photos: provided by Denny Bloom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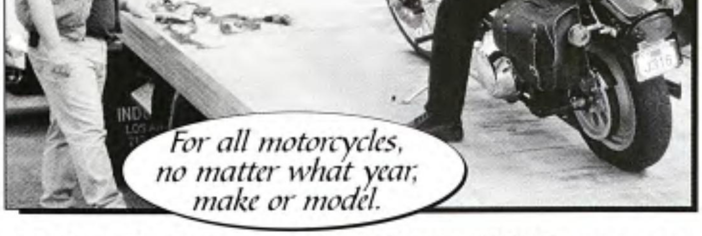


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One fine Saturday afternoon, four years ago, Easyriders of Dallas owner, Rick "Fearless" Fairless was standing behind the counter admiring his wife Tina, when a cab pulled up and out stepped this damn Yankee. Rick struck up a conversation with the well-dressed young man who said he was in town on business. He told him he was there to play hockey for Edmonton against Dallas and that his name was Bill Guerin. After looking at the bikes for a few minutes, Bill sent the cab away and he and Rick got acquainted with some of Rick's bikes over a beer or 12.

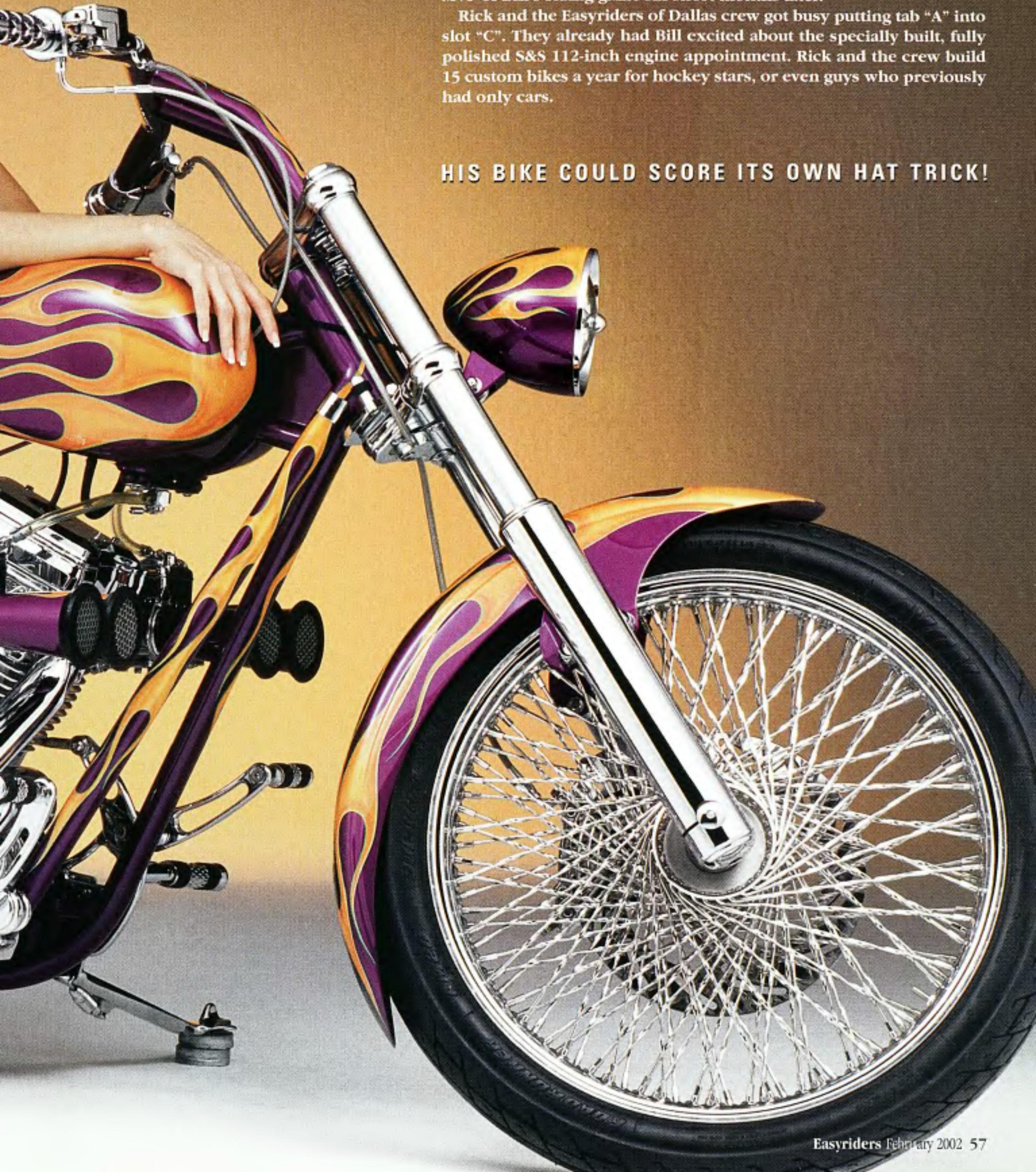
Today, Bill Guerin (No. 13) is a forward for the Boston Bruins NHL hockey team. In case you don't follow hockey, Bill is the second American to be named MVP, and the first American to score a "Hat Trick" in the NHL All-star game. What does a guy do to relax after a hard day of taking a skate in the groin and eating a fiberglass and Kevlar impregnated stick for lunch?

# Most Valuable Player

Bill sometimes plays golf, but not until his thirst for the open road is quenched. When Rick found out that Bill was riding a factory Fat Boy, he began showing him what was wrong with this picture. An NHL hero should ride a worthy custom scoot. After all, Rick had already built custom sleds for other NHL players, like Richard Matvichuk of the Dallas Stars. About a year ago, Bill brought clippings from *Easyriders'* bike features of all of his favorite custom bikes to Rick and they started sketching out what would become the rolling MVP of Bill's riding game six short months later.

Rick and the Easyriders of Dallas crew got busy putting tab "A" into slot "C". They already had Bill excited about the specially built, fully polished S&S 112-inch engine appointment. Rick and the crew build 15 custom bikes a year for hockey stars, or even guys who previously had only cars.

## HIS BIKE COULD SCORE ITS OWN HAT TRICK!



If you have a dream, they want to bring it to reality. For this fine project, service manager Trent Fairchild and lead builder Jim Stultz were the "Dynamic Duo" of Easyriders of Dallas. Terry Components provided the fire-breathing Weber carb setup and the entire build was getting ready. Rick opened an overnight package from Bill and found a pair of purple swim trunks inside. Along each side was a ribbon of orange flames warming the tribal hut of a pair of Tiki Gods. Knowing exactly what to do in such a situation, Rick jetted the bike and the trunks over to his spewer of things paint-like, Mike Dusold, and the skivvy-inspired paint scheme commenced.

In May 2001, Bill was back in DFW again, along with four of his hockey buddies. Rick invited them to a private unveiling of Bill's new bike at Strokers Icehouse bar and grill, a Dallas legend, where as many as 700 bikes gather on any Sunday. Bill is very pleased, (who wouldn't be) and the line of NHL players that beat a path to Fearless' door is growing. Rick is building one for Dallas Stars Team Captain Derian Hatcher right now! *—Jeff Moore*

Easyriders

# passin' gas

Jake was dying. His wife, Becky, was maintaining a candlelight vigil by his side. She held his fragile hand, tears running down her face. Her praying roused him from his slumber. He looked up and his pale lips began to move slightly.

"My darling Becky," he whispered.

"Hush, my love," she said. "Rest, shhh, don't talk"

He was insistent. "Becky," he said in a tired voice. "I have something I must confess to you."

"There's nothing to confess, " replied the weeping Becky. "Everything's alright, go to sleep."

"No, no. I must die in peace, Becky. I slept with your sister, your best friend, her best friend and your mother."

"I know," whispered Becky softly. "That's why I poisoned you."

*Jeffrey Castle*
*Salem, Oregon*

A biker rushes into the emergency room and heads straight to the surgeon and pleads, "I've just had my ears torn off in a bike wreck, can you sew on new ones?"

"Unfortunately, we've run out of male ears," replies the doctor.

"You can't let me down, doc," he begs.

"OK," says the doc. "We've got a pair of female ears. If you like, we can sew them on."

The biker agrees and the doc sews 'em on.

In a couple of days the man comes back to the doctor and says, "Please doc, cut these things back off."

"What's wrong," asks the doctor. "Can't you hear?"

"No, doc, I can hear," he replies. "I can hear all right, I just don't understand a thing!"

*Andrey Blokhin*
*United Kingdom*

A little boy was riding his new bicycle when a cop on a horse rides up beside him. The cop then asks the boy, "Did Santa get you that bike?"

"He sure did," the boy replies.

The cop then told him, "Next year ask Santa for a light for it 'cause he just cost you a $40 ticket."

The cop started riding away when the boy yelled back, "Did Santa get you that horse?"

The cop, thinking he'd be cute answered, "Yes he did, son."

The boy then replied, "Well, next year tell Santa to bring you another one, only this time have him put the dick on the bottom."

*Donald "Storm" Norris*
*Coal Township, Pennsylvania*

A woman in a supermarket hurries to the express line with a few items. The clerk has his back turned to her so she says, "Excuse me. I'm in a hurry, could you please check me out?"

The checker turns, looks at her and says, "Nice tits."

*Steve Carr*
*Somerset, Pennsylvania*

A bro brought a skunk home and as soon as his ol' lady saw it, she started bitchin', "Just where are you gonna keep him?" she demanded.

"Under the bed," he replied.

"But what about the smell," she asked.

"Aww, I'm sure he'll get used to it...I did!"

*Richard Brown*
*Orangevale, California*

After a long night of making love to the cute young "thang" from the bar, Wild Bill rolls over, pulls out a cigarette and asks the girl for a lighter.

"There's one in the night table," she replies.

He opens the drawer and finds the lighter and a picture of a man.

He asks her nervously, "Is that your husband?"

"No, silly," she says, as she snuggles a little closer.

"Your boyfriend, then?"

"Nope," she whispers as she nibbles on his ear.

"Well who the hell is he, then?" he demands.

"Why, that's me before the operation!"

*Robert Ruiz*
*Iowa Park, Texas*

Crazy Joe was in Manhattan and decided after a few drinks to go to the "world's best whorehouse" he'd heard about from the bartender located at 448 W. 48th St., but he ends up at 884 W. 84th St. instead, which happens to be a podiatrists office.

He walks in and the nurse says, "Go behind the curtain and stick it through the hole."

So Crazy Joe figures what the hell, I like a little kink, and he sticks his pecker through the hole.

"That's not a foot," exclaims the nurse.

Joe replies, "Jeez, I didn't know there was a minimum!"

*Mark Gaspard*
*Texas*

Mad Dog comes home drunk early one morning to find his ol' lady angry and waitin' at the door.

"Out drinking again?" she says. "How much money did you blow this time?"

"100 bucks," answers Mad Dog.

"100 dollars," she screams. "That's ridiculous, spending that much in one night!"

"That's easy for you to say," he replies.

"You don't smoke, you don't drink, and you got yer own pussy!"

*Cleta Baker*
*Ventura, Calif.*

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

| | |
|---|---|
| **Owner:** | Billy Guerin |
| **City:** | Boston, Massachusetts |
| **General** | |
| Year/Make: | 2001 Dallas Custom |
| Model: | Easyriders Special |
| Assembly: | Easyriders of Dallas |
| Time: | 6 months |
| Chroming: | Show and Go |
| **Engine** | |
| Year: | 2001 |
| Model: | S&S |
| Ignition: | Power Arc |
| Displacement: | 112 cubic inches |
| Lower end: | S&S |
| Balancing: | S&S |
| Pistons: | S&S |
| Cases: | S&S |
| Heads: | S&S |
| Cam: | S&S high -lift |
| Lifters: | S&S |
| Carbs: | Terry Components/Weber |
| Air cleaner: | Terry Components |
| Pipes: | Vance & Hines |
| Muffler: | Vance & Hines |
| **Transmission** | |
| Year: | 2001 RevTech |
| Shifting: | 6-speed |
| Trans sprocket: | 34-tooth |
| Wheel sprocket: | 70-tooth |
| **Painting** | |
| Molding: | Dusold Design |
| Painter: | Mike Dusold |
| Colors: | candy purple, candy tangerine |
| Type: | House of Kolor |
| Special paint: | Tiki Gods off yer skivvies |
| **Frame** | |
| Year: | 2001 |
| Builder: | Daytec/Arlen Ness |
| Type: | softail-type |
| Rake: | 40 degrees |
| Stretch: | 5 inches |
| Shocks: | Progressive |
| **Accessories** | |
| Bars: | Carlini |
| Handlebar controls: | Performance Machine |
| Fenders: | Milwaukee Iron |
| Headlight: | Headwinds |
| Taillight: | Paul Yaffe Originals |
| Front pegs: | Arlen Ness |
| Electrics: | Easyriders of Dallas |
| Foot controls: | Arlen Ness |
| Gas tank: | Arlen Ness |
| Oil tank: | Arlen Ness |
| Oil system: | stainless hard lines |
| Primary cover: | Arlen Ness |
| Seat: | Craig Ward |
| Mirrors: | Paul Yaffe Originals |
| Grips: | Arlen Ness |
| **Front end** | |
| Type: | wide, polished |
| Extension: | none |
| Builder: | Arlen Ness |
| **Wheels** | |
| **Front** | |
| Size: | 21-inch |
| Hub: | Brook Kennedy |
| Rim width: | 2.15 inches |
| Tire: | Avon |
| Brake: | Performance Machine |
| **Rear** | |
| Size: | 18-inch |
| Hub: | Brook Kennedy |
| Rim width: | 5.5 inches |
| Tire: | Avon |
| Brake: | Performance Machine |
| **Photos:** | Frank Marott |

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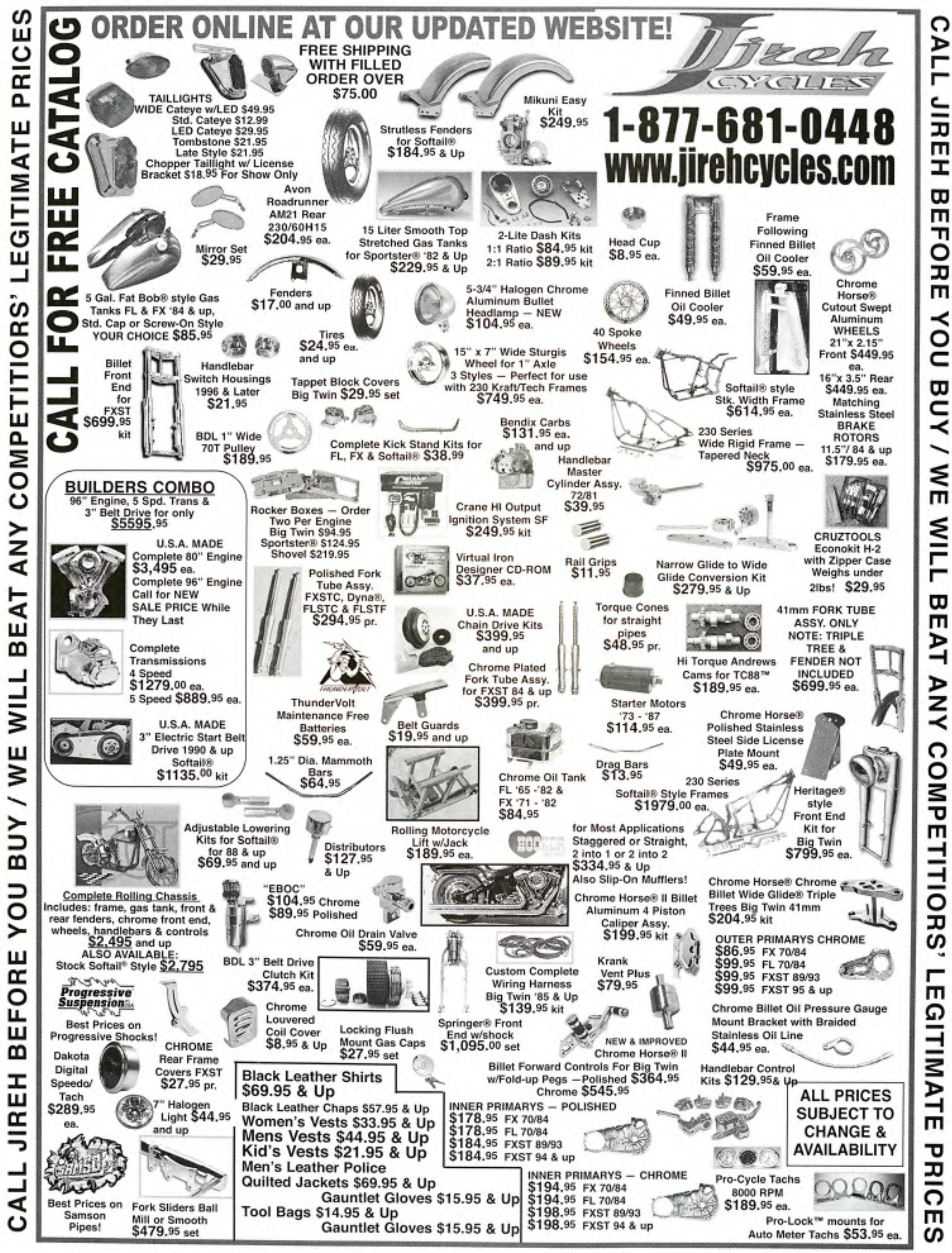
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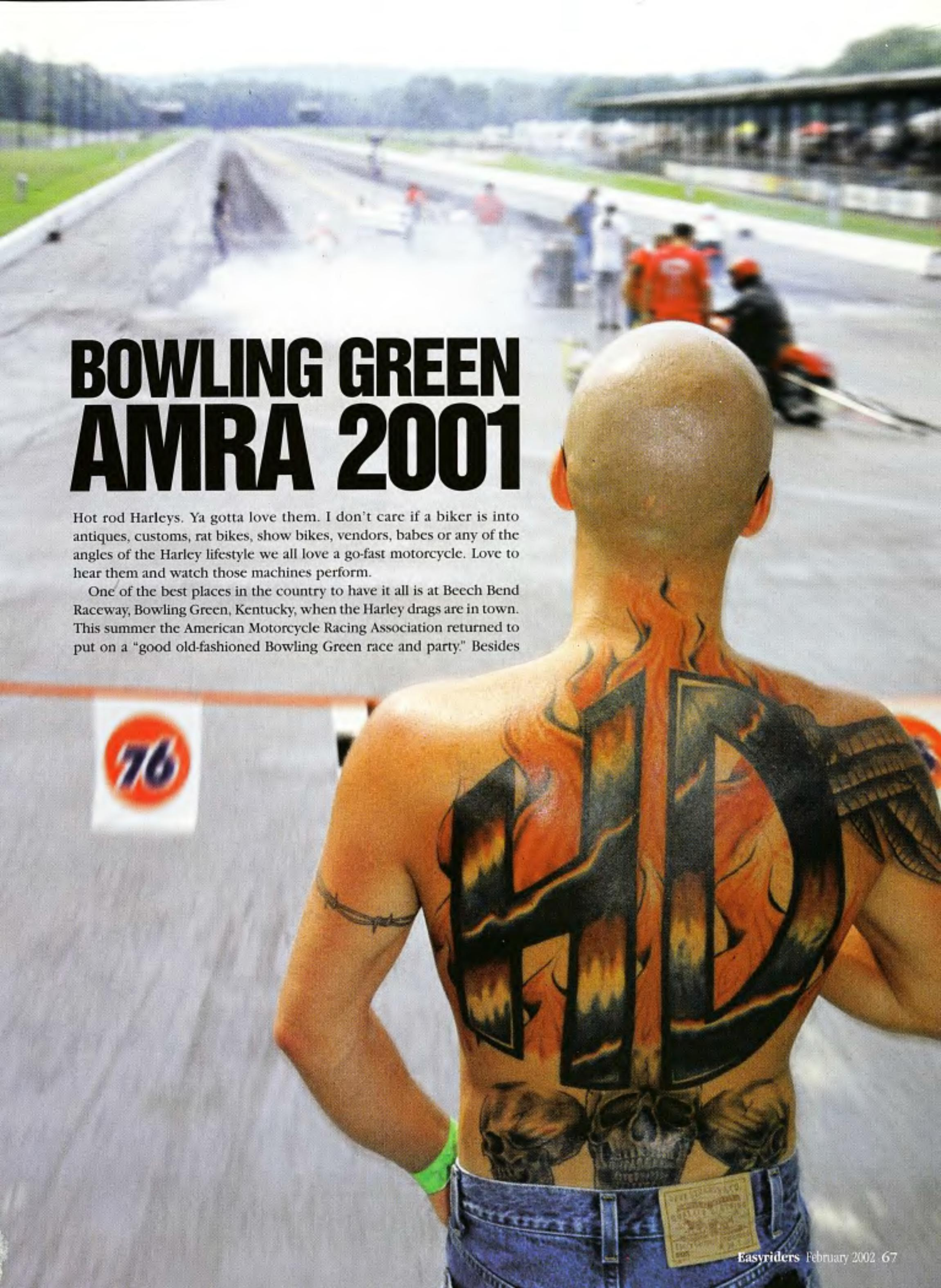
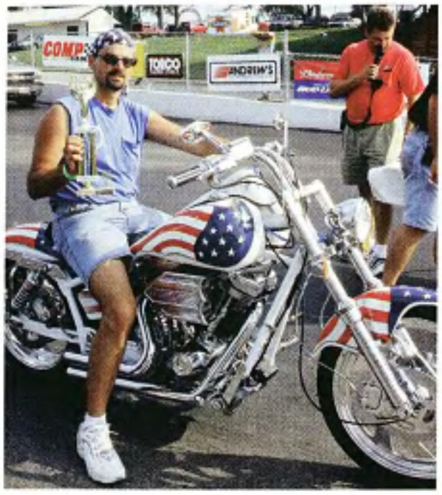



# BOWLING GREEN AMRA 2001

Hot rod Harleys. Ya gotta love them. I don't care if a biker is into antiques, customs, rat bikes, show bikes, vendors, babes or any of the angles of the Harley lifestyle we all love a go-fast motorcycle. Love to hear them and watch those machines perform.

One of the best places in the country to have it all is at Beech Bend Raceway, Bowling Green, Kentucky, when the Harley drags are in town. This summer the American Motorcycle Racing Association returned to put on a "good old-fashioned Bowling Green race and party." Besides



lots of racers, this event brings fans from all over and becomes a great biker party. Bowling Green is so popular, people arrive a few days ahead of the weekend. If you get there early, check out the local sights including the Corvette Museum.

The first thing you'll notice about this historic drag strip is the beautiful, wooded campground. The entire Beech Bend Park staff, from owner Dallas Jones to the ladies at the ticket booth, make sure the bikers are welcome. In addition to a nice place to camp, they provide clean bathrooms, hot showers, picnic tables, and firewood. There's even a small amusement park.

Bowling Green extends the welcome with everything you need just down the park road, from food and gas to girlie bars. Kentucky has a modified helmet law; locals can ride free, but I ain't so sure about how that applies to out-of-state folks. I ain't been hassled going lidless to the store.

Once you are settled in the park and racetrack, there are lots of things to do. Besides the races, you can shop the dozens of vendors who fill the circle

track. Scope the bikes in the show area. Grab something to eat.

The party gets in high gear even before the hot rod Harleys hit the track. Friday night there is already a crowd and bikers soon gather near the gauntlet. That's where the road goes through the gate from the main campgrounds to the racetrack. Some people have to be part of the show and get into doing burnouts and flashing body parts. All good clean biker fun.

For those into seeing, hearing and feeling some of the most awesome hot rod Harleys put on a show, Saturday is qualifying day. This is when everybody runs trying to get into the elimination fields. Some classes have more bikes entered than will race on Sunday so they must give it their all. Many records are set during qualifying, which often goes into the dark. Bowling Green gives you a real show when the nitromethane-fueled machines shoot flames down the track.

Entry includes a pit-pass and lets you walk the pits, check out the powerful machines and talk to the racers. The fuel bikes may get the most attention on the strip, but in the pits some of us are more interested in the gas-class machines that are closer to what we ride.

Beech Bend Raceway ain't the most modern, fancy drag strip, but it is a great place to enjoy a Harley race. The stands are close to the action and covered to shade you from the summer sun. One side includes old wooden seats with backs.

Saturday night after qualifying it is serious party time in the campgrounds. The new Reagan Amphitheater provides an excellent bandstand with bathrooms and food concessions in the back. Dallas even had seats from an NFL stadium in the grass behind the dance floor. Since bikers can handle the maximum party, another band fired up on a flat bed trailer over near the gauntlet.

Sunday the stands and fence rails were packed with race fans as the National Anthem faded and the first pair of Top Fuel Harleys roared to life starting eliminations. By Sunday afternoon, most of us were worn out from three days of fun and racing. But damn, man, we'll be back to Beech Bend Raceway next year.

As some bikers say, "If you only make one Harley drag race a year, make it to Bowling Green." —*Alan Dockery*

*Just thought we'd pass this along: In the state of Kentucky you can rid lid-free if you are over 21 and carry proof of medical insurance. For more onfo on helmet laws, go online to the AMA Web site: www.ama-cycle.org* —*Oil Can*

Photos: Alan Dockery

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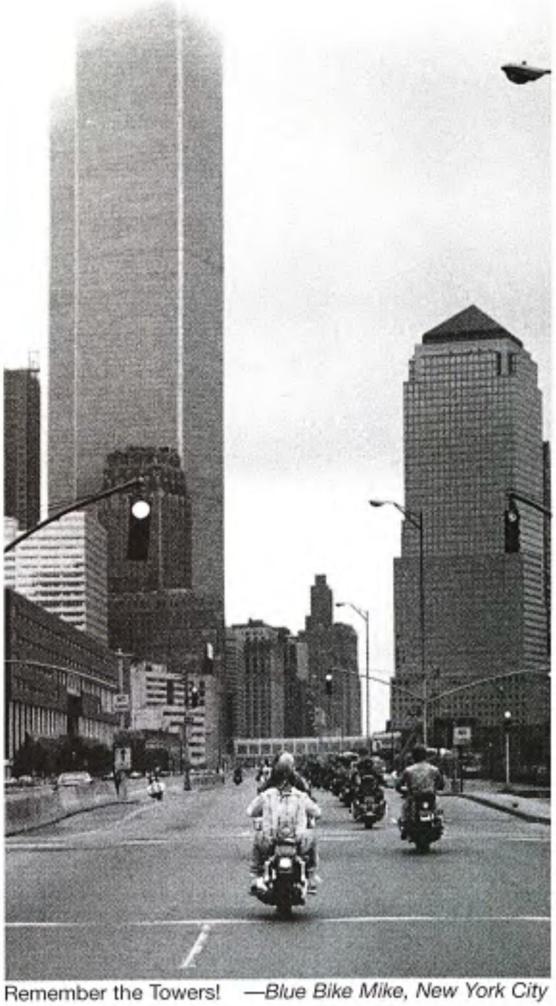
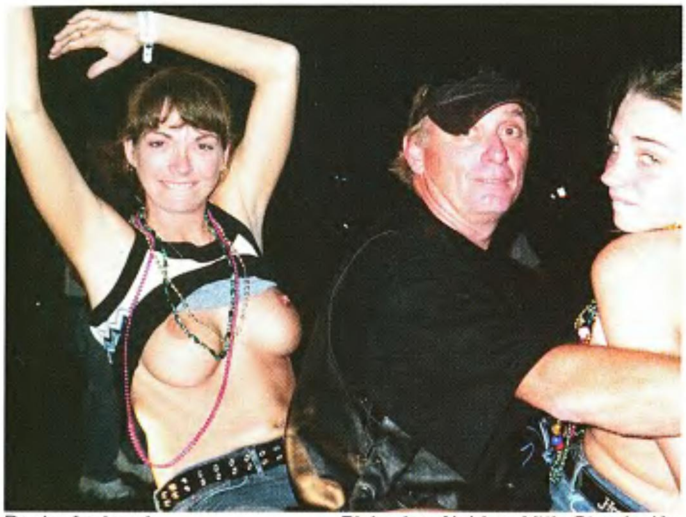
Peter Fonda never had it this good. —*Stripe, Sturgis, S.D. 2001*

Congrats, kids! —*Frankie Simons, Third Eye Photography, Steuben, Maine*



Remember the Towers! —*Blue Bike Mike, New York City*



Boobs for beads. —*Ricky Joe Akridge, Little Sturgis, Ky.*

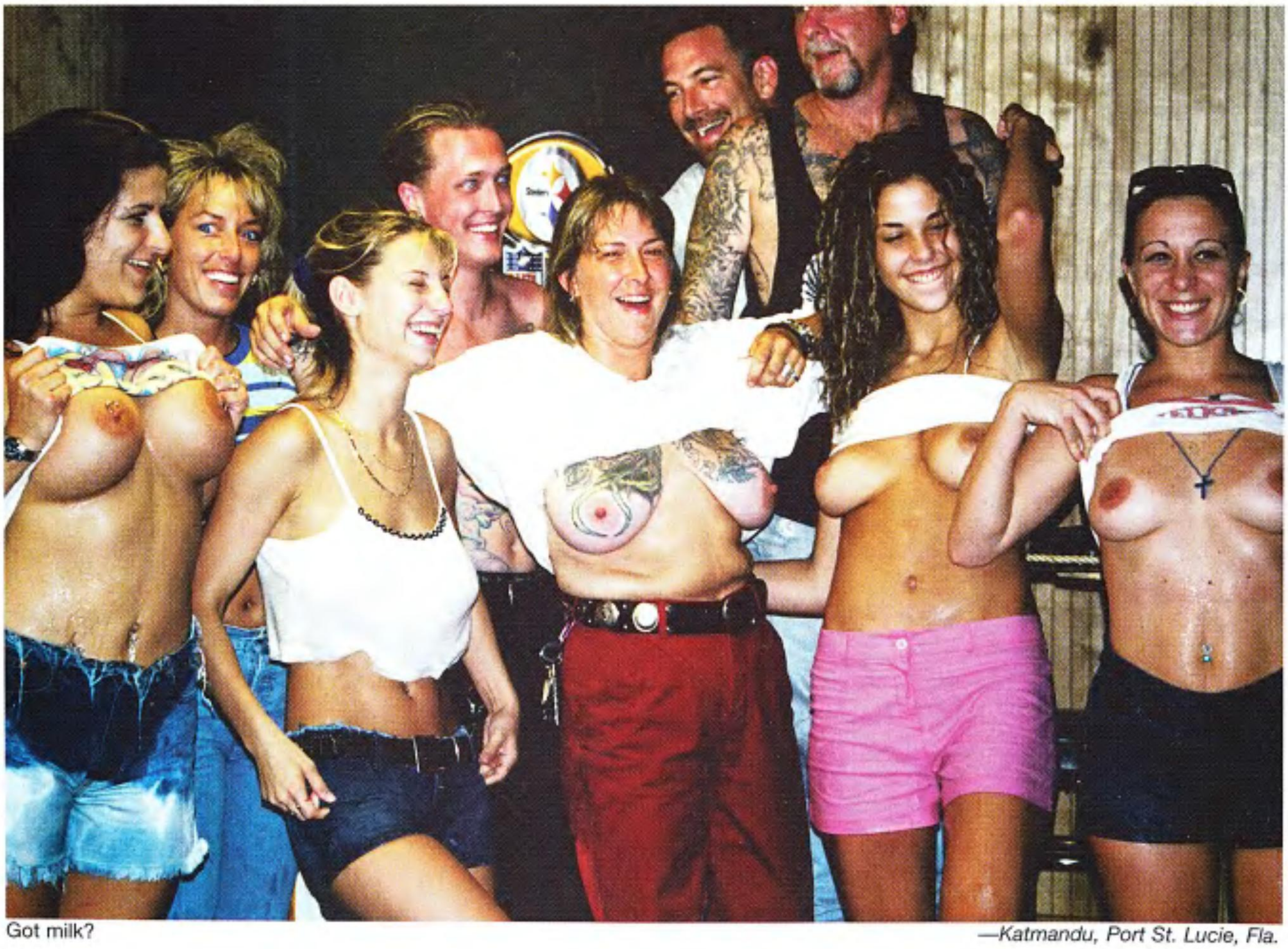
Frank Reinosa, showin' old-style class. —*Cliff Reinosa, Gilroy, Calif.*

Doggone! —*Didier and Coco, Hallandale, Fla.*

Yeowsah! —*Mr. C, Harley Rendezvous 2001, Upstate N.Y.*

—*Adam Lempel, Am-Jam 2001, Cobleskill, N.Y.*

Long may it wave, long may we ride. —*Mike DiMartino, Carolina Pride Ride, Wilmington, N.C.*



Got milk? —*Katmandu, Port St. Lucie, Fla.*

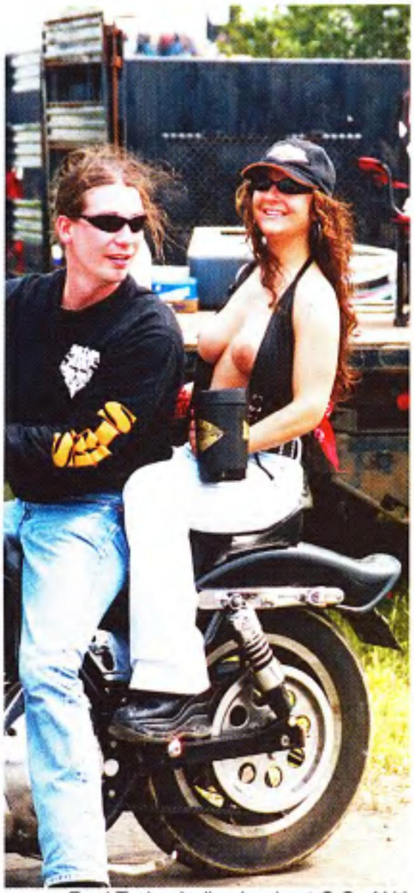
Passenger air bags. —Charlie Williams and Kimberly Kupps, Racine, Wis.

—Stripe, Lee's Summit, Mo.

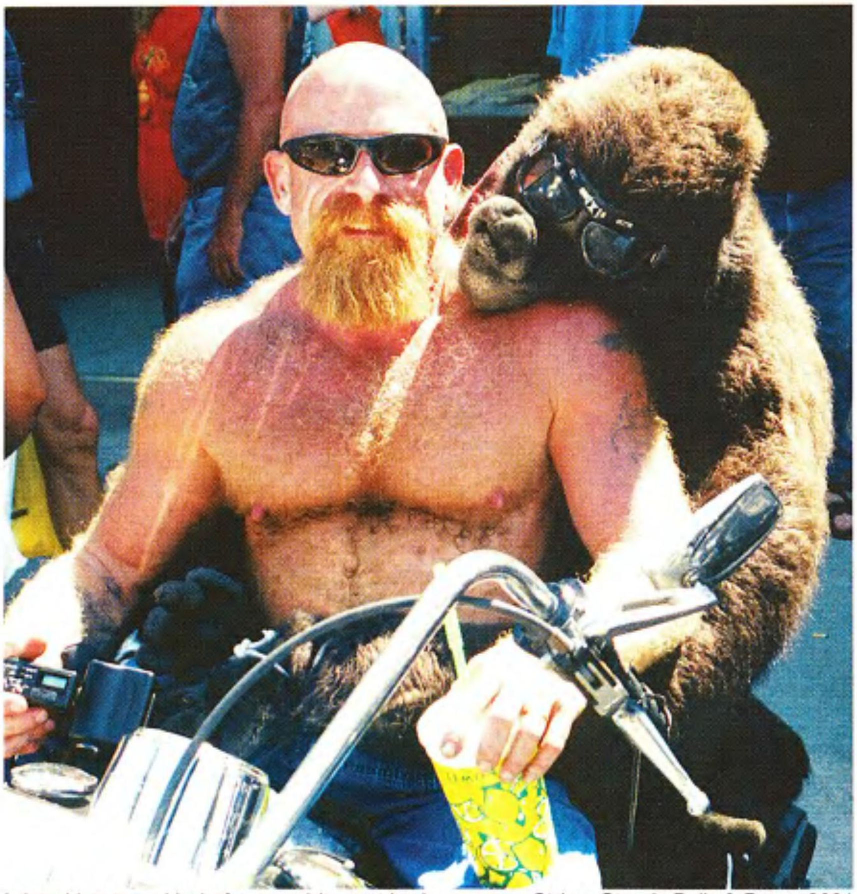
A pair of fun gal pals. —John Mooney, Brunswick, Ohio

—Hunky Mark, Myrtle Beach 2001

Wahoo! —The Ghost, Myrtle Beach 2001



—*Fred Taylor, Indian Lookout C.C., N.Y.*



I dated her too—kind of an overbite, not bad. —*Stripe, Sturgis Rally & Races 2001*

A redhead and a Road King...what more do ya want? —*Jill Ring, West Carrollton, Ohio*

Jim and Beth. —*Michael Pesapane, Rt. 68, Wallingford, Conn.*

Annual Poopy's Pub Run, Savanna, Ill. —*Jim Kromschroeder and bros*

Beer for boobs? —*Billy B., Oley, Pa.*

Happy honeymoon! —*Brad and Dawn Suitt, Roxboro, N.C.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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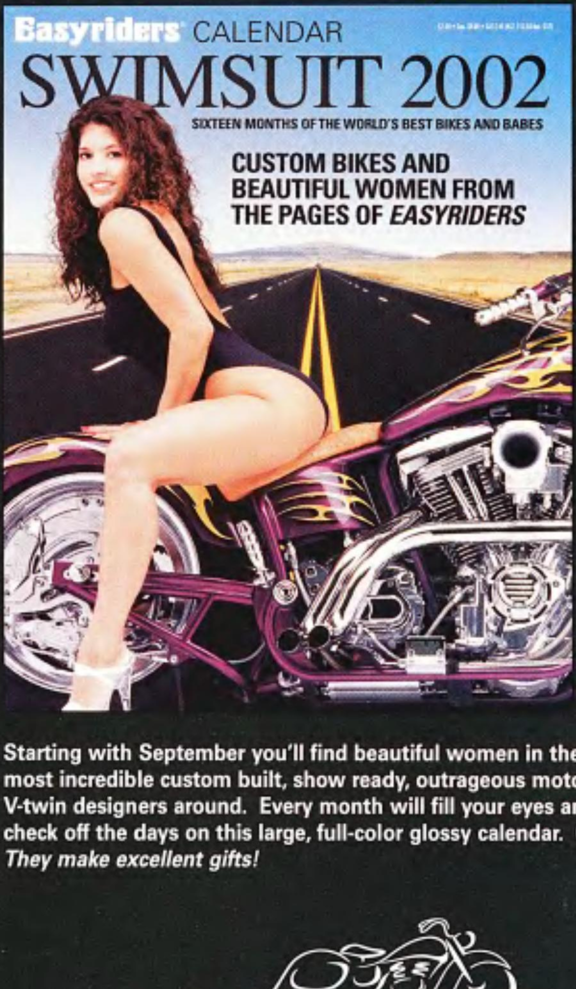


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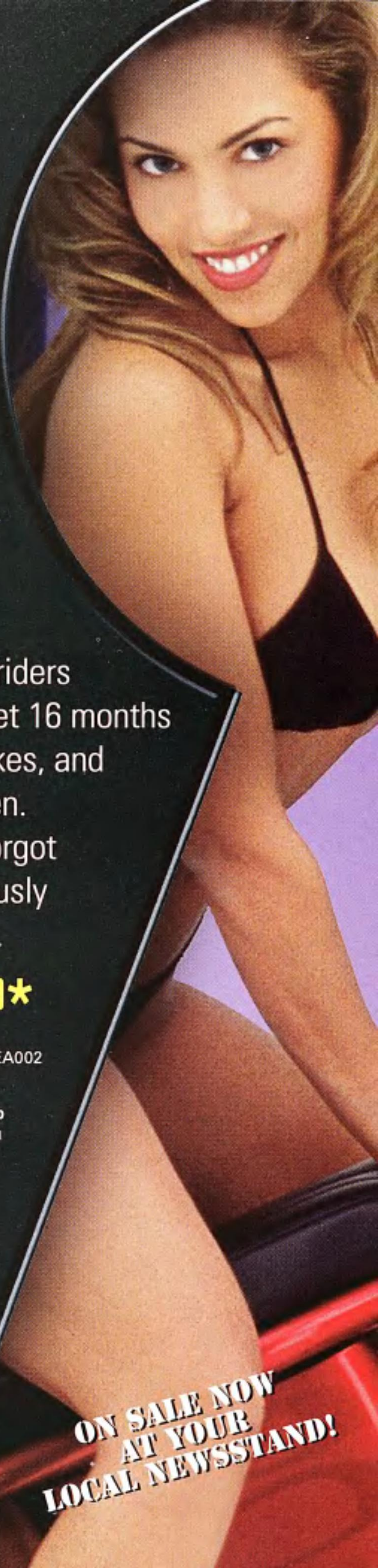
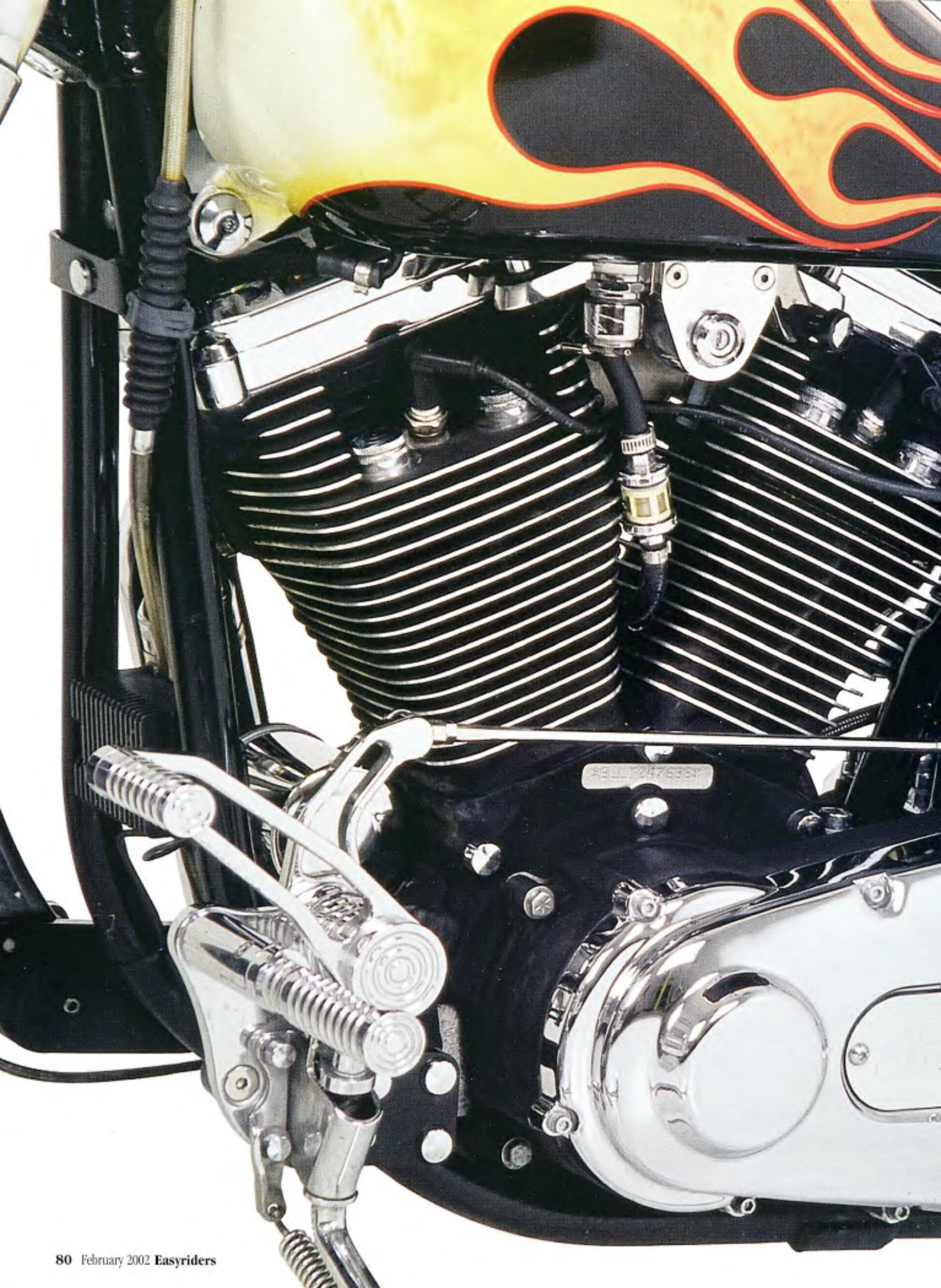


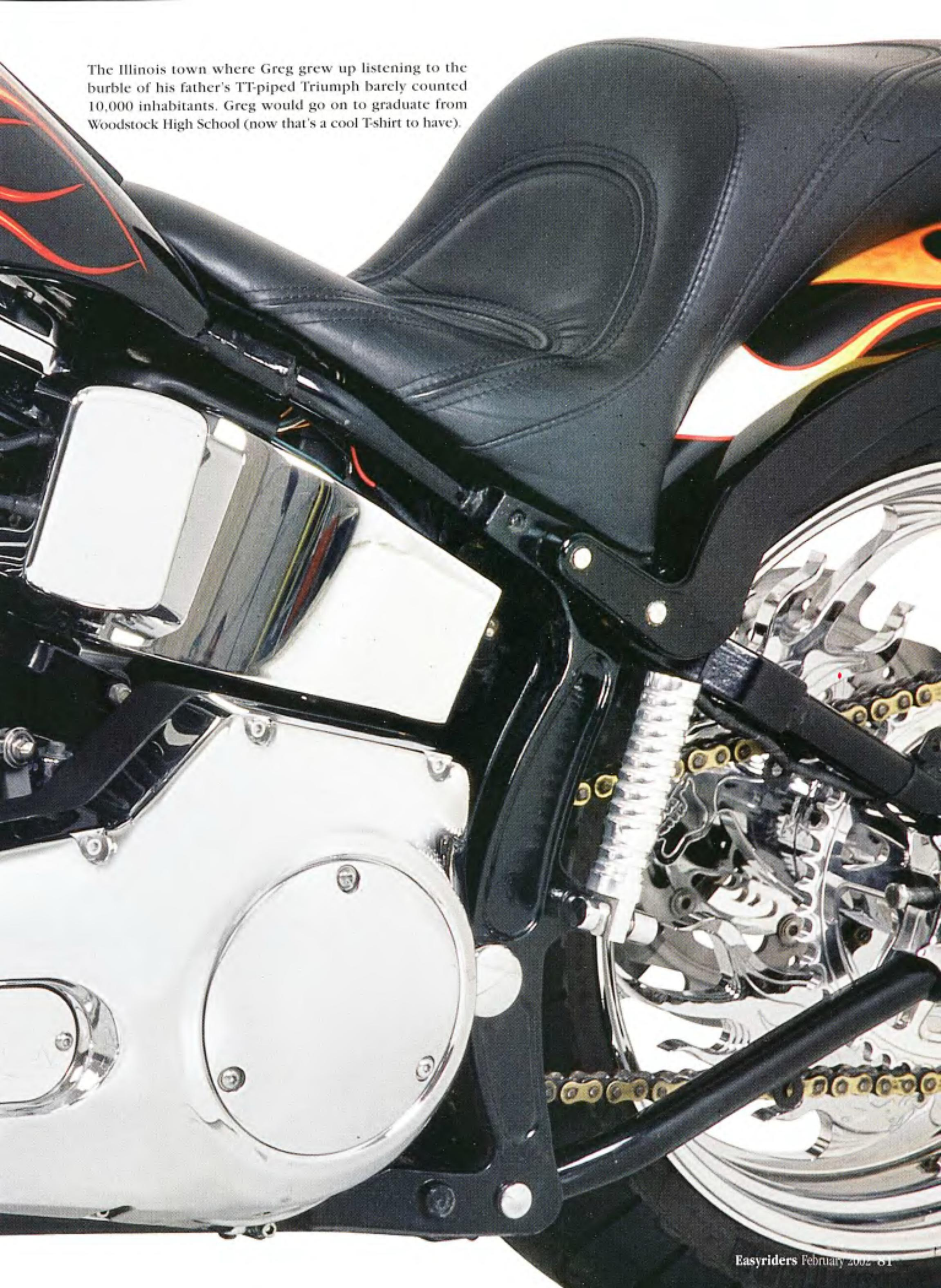
GREG ANDES' CUSTOM COMMUTER

# Springer Fever

Childhood often leaves us with indelible impressions, the seeds of which sprout decades down the road. And sometimes that first impression can also literally take you down that road. In this case the formative moment was when Greg Andes got one look at his dad's red and white Triumph chopper, the front end kicked out and the bars reaching for the clear skies above Woodstock, Illinois.

No, not that Woodstock. That legendary rockfest was held in New York state where half a million people created the so-called "Woodstock Nation."





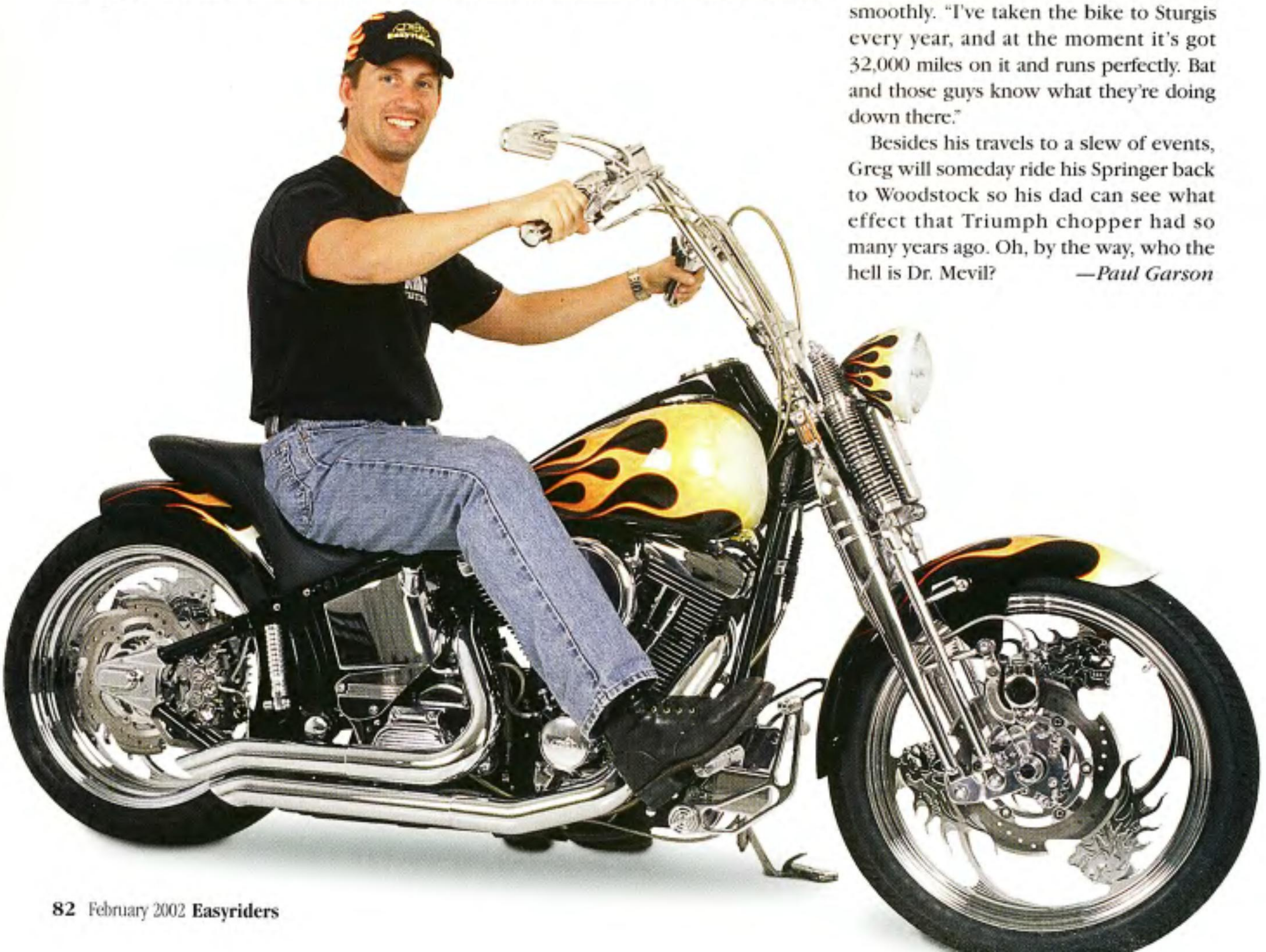
The Illinois town where Greg grew up listening to the burble of his father's TT-piped Triumph barely counted 10,000 inhabitants. Greg would go on to graduate from Woodstock High School (now that's a cool T-shirt to have).

Eventually Greg would head out into the big wide world, ending up in SoCal and his current role as National Advertising Executive for Paisano Publications. Commuting 150 miles a day on the round trip trek from his Costa Mesa digs to the Agoura Hills offices, he rides this custom Harley Springer. Its Harley Springer front end and trick paint job connects him to that chopped Triumph on which his father livened up a quiet little Illinois town. He picked the Springer Softail, as he says, "Because I'm tall, and the bike fits me better. In my opinion tall people don't look right on short, fatter bikes, so I went with a longer, lean bike, and I like the feel of it better."

Actually this is Greg's second 1996 FXSTS Springer Softail. The first one fell victim to the infamous "Here Today, Gone in the Morning" syndrome. Within a month, it was snatched from his apartment parking structure leaving a major void until the insurance company kicked in, at which point Greg went out and brought home an exact copy of his purloined bike down to the black paint and brown graphics. That was to change radically: The Springer was treated to a paint job by the legendary Al Martinez. "You'll notice that Al massaged the skulls inside the flames, a theme we matched with the Extreme Machine Hot Heads wheels and the Buzz-cut skull-rotors." Greg is also sitting pretty on one of Danny Gray's custom seats.

No lesser an industry icon than Jesse James stretched the tank, added the reach-for-the-skies handlebars, the dash cover, the rear fender and struts; he also chopped and lowered the frame and generally did the Jesse James thing. Because a fat 180 Metzeler rear tire was in the game plan, Jesse also handled the chain drive conversion using Performance Machine sprockets. Contributing big time to the end product was Bat Masterson at Beach City Thunder (949-650-6677) who, ably assisted by Randy and Frank, fine-tuned and now generally keeps the bike running smoothly. "I've taken the bike to Sturgis every year, and at the moment it's got 32,000 miles on it and runs perfectly. Bat and those guys know what they're doing down there."

Besides his travels to a slew of events, Greg will someday ride his Springer back to Woodstock so his dad can see what effect that Triumph chopper had so many years ago. Oh, by the way, who the hell is Dr. Mevil? *—Paul Garson*



**Owner:** Greg Andes
**City:** Costa Mesa, California

**General**
Designer: Greg/Jesse James

**General**
Fabrication: Jesse James
Year and make: 1996 Harley-Davidson
Model: FXSTS
Assembly: Jesse James
Time: 3 months

**Engine**
Year: 1996
Model: Evo
Rebuilder: Bat at Beach City Thunder
Ignition: Fireball
Displacement: 80 cubic inches
Lower end: Harley-Davidson
Balancing: factory
Pistons: stock
Heads: Harley-Davidson
Cam: Crane
Lifters: H-D (adjustable pushrods)
Carb(s): 42-mm Mikuni
Air cleaner: Harley-Davidson
Pipes: Sampson

**Transmission**
Year: 1996 Harley-Davidson
Shifting: foot

**Painting**
Molding: Danny Sullivan
Painter: Al Martinez
Color/Type: black w/orange flames
Type: House of Kolors
Special paint: flames and skulls

**Frame**
Year: 1996
Builder: Harley-Davidson
Type: Softail
Shocks: H-D/White Bros. lowering kit

**Accessories**
Bars: Flanders
Handlebar controls: Legends
Headlight: Harley-Davidson
Taillight: Richie/Rich Products
Speedo: Harley-Davidson
Dash: Jesse James
Front pegs: Legends
Rear pegs: Legends
Electrics: Harley-Davidson
Gas tank: Jesse James
Oil tank: Harley-Davidson
Oil system: factory
Primary cover: Harley-Davidson
Seat: Danny Gray
Mirrors: Ness

**Forks**
Type: Springer
Extension: stock
Builder: Harley-Davidson

**Wheels**

**Front**
Size: 21-inch Extreme Machine
Hub: Extreme Machine
Rim width: 2.15 inches
Tire: Metzeler
Brake: Harley-Davidson

**Rear**
Size: 18-inch Extreme Machine
Hub: Extreme Machine
Rim width: 5.5 inches
Tire: Metzeler
Brake: Performance Machine

**Photographer:** Ken Ross

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Russell Mitchell with a 2001 Exile Chopper

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# FoxHunt

## Meet September's Winner

Your September Fox Hunt winner, Adrienne, hails from Raven territory, Baltimore, Maryland. What can you say about her that hasn't been said a thousand times before? I can tell you she's a tall drink of water and all natural. You know what I mean, no silicone or saline, the carpet matches the drapes—and a well-manicured carpet at that—that kind of natural. Not the "let's get out the weed whacker on the arms and legs" natural. Not that there's anything wrong with that. I'm sure in really cold winters that sort of thing comes in real handy. Anyway, we teamed Adrienne (eventually) with the Crew from Choppers, Inc. and our Floridian photog Don Rogers for what turned out to be an interesting shoot, lasting until all hours of the night. Usually you would blame that on the Choppers, Inc. guys...but not this time. They were actually on time...but I digress. Before ya leave, make sure you peruse this month's cuties and place your vote, then flip over to Page 98 and check out how everything came out.

*—Howie Feltersnatch*

Arlene–Rhode Island

#201

*"I started riding when I was 17 years old. My cousin had a Honda and I quickly figured out I liked riding American iron shortly after that."*

Julie–Ohio

#202

*"My first ride ended up being the bike I own now; a '99 Low Rider. On my bike I feel like a free bird...just like when I'm boxing."*

Ty—Arizona

#203

*"Let's just say the faster and harder we went, the more I fell in love with my boyfriend's bike...well, him too."*

Donna—New Jersey

#204

*"Look, I've ridden a lot. I'm just happy and surprised I've made it this far. Know what I mean?"*

Ami—Colorado

#205

*"My first ride was on the back of my daddy's 1957 panhead, when I was four. He's since passed on but his love for riding lives on with me."*

Carmen—North Carolina

#206

*"It was the ultimate...a trip to Sturgis. It was the most amazing experience ever. I didn't bitch or complain the entire 2,500 miles!"*

# FoxHunt

**Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!**

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #344 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes January 1, 2002. The voting deadline for this month's crop of cuties is January 31, 2002. We'll announce the winner in the June 2002 issue.

Here she is, bros, the Octoberber 2001 monthly Fox Hunt winner, Amy, Number 1005, from Charlotte, North Carolina. See more of her next issue.

344

**FOX HUNT**
**P.O. Box 3000,**
**Agoura Hills, CA**
**91376-3000**

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Model's Name ______________________
Address ______________________
City ____________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
I am _____ years of age, born ______________
I will pose fully nude ______________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City ____________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Photographer's Signature ______________________

***Don't forget to vote! These girls are depending on you!***

**Send a photocopy of your picture I.D.that shows your signature and photo.**

**In the space below, or on a separate page, tell the staff about your first ride on a Harley.**

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—The Washington Post

**"Russell Means awakens the spirit of Sitting Bull and Crazy Horse..."**
—Oliver Stone

# An Interview With Russell Means

In order to understand Russell Means, we must first understand his credo; his personal formula established from the famous "Free to..." speech:

"Let me be a free man, free to travel, free to stop, free to work, free to work where I choose, free to choose my own teachers, free to follow the religion of my fathers, free to talk, think and act for myself—and I will obey every law or submit to the penalty."
*—Chief Joseph of the Nez Perce.*

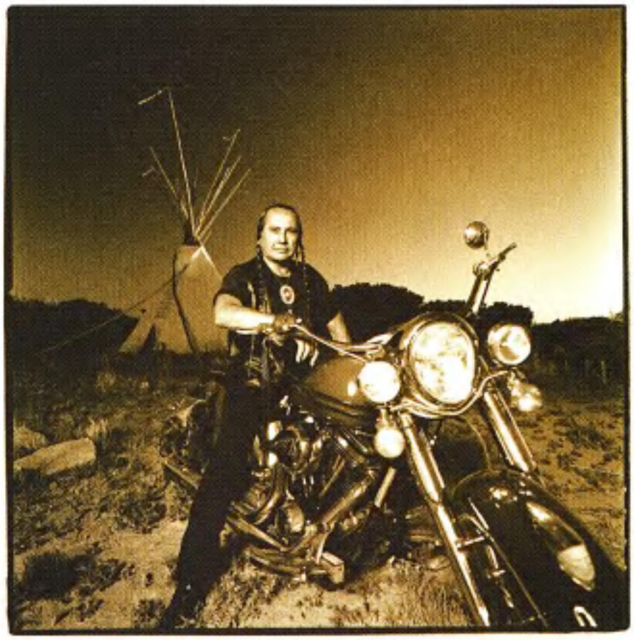
This credo, in itself, may be reason enough to understand why Means can relate to bikers as a community. And why we, as bikers, can relate to Means and other "Warriors."

**Easyriders:** You prefer American Indian rather than Native American. Why is that?
**Russell Means:** Well, first of all, Native American is a government term. They coined it in 1969, actually 1970. The Department of the Interior coined it for all the prisoners of the United States government: The American Samoans, Micro Asians, and Guam, and the original Hawaiians—the people erroneously called Eskimos. Native American is a generic term and I'm not a generic human being. I don't allow any government to define who I am. First of all, America is the Western Hemisphere—Central America, North and South America. The word America came from the Spaniards (the Conquistadors) from an Indian nation in Columbia. It was not Amerigo Vespucci. That's another lie in American history. It was an Indian word for themselves, so the Spaniards grabbed hold of it and started calling us Americans. We were the first Americans. At one time, the word American was like a dirty word. And that includes all the indigenous people of the Western Hemisphere, and that is a historical fact. Now, the word Indian is an English bastardization of two Spanish words: *in Dio*, "in with God." Therefore, I understand that American Indian [is] American in with God. More importantly, we are the only ethnic group in America that puts America first. We put America before our ethnicity; we're not American. That's the definition, and that's the way it should be. We are all Native Americans! And it's high time we start addressing ourselves like that.

**ER:** It's been several years since the occupation of Wounded Knee, South Dakota. Are you still as passionate toward Indian rights?
**Means:** The occupation by the Feds? They were the ones occupying our land. We were on our land. So, we weren't occupying it, we were living on it. And they were the occupying force. And we had a war. A 71-day war!

I am more passionate! You see, one of the things about loving freedom and the ability to be free, is that you are also free from fear. Now, the U. S. Government and the politicians, they are the ones institutionalizing fear in this country. Everyone is afraid to get a ticket. Everyone's afraid to get arrested. Everyone's afraid, afraid, afraid. If you don't have any fear, then you're not afraid of the oppressor. I understand, when I go out to demonstrate for grievances, when I go to enjoy my First Amendment rights and protest, that I am risking my life, and or, my freedom.

**ER:** Up at Wounded Knee, you were singled out as one ready to die. Is that a testimony of your lack of fear? Or, is that a testimony of your faith in what you were doing?
**Means:** Combination of reality, love for my people, and lack of fear.



**ER:** You were arrested up there, and sent to prison in South Dakota. While you were in prison, was there anybody that you felt a kinship to?
**Means:** When I was in prison, there was a sizable number of AIM [American Indian Movement]guys who were already in prison. And as soon as I got there, I got them, and a lot of other Indian people, organized. First were the bikers. The bikers would align themselves with us because they have the same philosophy about freedom, and issues of freedom, and being free. We have a lot in common, philosophically speaking. The bikers admire the American Indian movement, and we admire the biker's freedom. We didn't have any problems.

You know, they had a "kiss-ass" group in prison called the Jaycee's for crying out loud. "Granite City Jaycee's," they called it. Jaycee's—a bunch of snitches, if you ask me. And of course, they were getting all kinds of little favors from the administration and everything. But, we had a way of settling that in prison. We played flag football. You know, if you had challenged another group in prison to flag football, they knew it was to settle something and it was going to be war out there. The guards knew it, everybody knew it. You know, we played a rough game, and whoever won, won the argument.
**ER:** Other than playing flag football, you

were one of the first to begin American Indian ceremonies inside the prison.

**Means:** Yes, we won a federal lawsuit to allow a purification lodge into the prison. And we built one there. We had it, and we were praying, and some of the bikers came into the lodge with us, and that was good. It felt right.

**ER:** A couple of years ago we interviewed Colorado Senator Ben Nighthorse Campbell. He said he thought bikers were the reincarnated spirit of the old horse-culture warriors. Did you ever get that impression? Earlier, you said you had an equal understanding of freedom with the bikers and that's why you guys got along. Do you think there's any truth to Campbell's statement?

**Means:** Having been a rodeo cowboy, and having hung around bikers, yes I do. I believe that bikers are something akin to us. And even the way they talk and act, you know, they're the motorized cowboys of the day.

**ER:** Some people say you are the reincarnation of Crazy Horse.

**Means:** That is an honor. I have been told that by both old people and women. And so I tell you the truth, I don't like to think about it. I don't dwell on it. It's scary.

**ER:** Scary?

**Means:** I don't know if scary is the right word. I just don't like to dwell on it.

**ER:** Is it because Crazy Horse was such a spiritual person?

**Means:** Crazy Horse was such a great man! You read my autobiography, I'm far from being a great man. I've done a lot of things in my life that I'm not proud of.

**ER:** I have read your book, *Where White Men Fear to Tread*. And I've read a lot about Crazy Horse too. What I notice is that Crazy Horse, was a very spiritual person. But, he was also a warrior. Just what I consider you to be.

**Means:** Thank you.

**ER:** Do you find being spiritual and a warrior like Crazy Horse, contrary?

**Means:** Well, you know, I like to think that's the way my people are—innately are. And all the American Indian patriots I have run across, that's the way they are. We never separate church from state. We might not have the best strategy, but we have the best faith.

**ER:** Do you think there are still warriors in contemporary life?

**Means:** Oh yeah! I see it all the time.

**ER:** A lot of Americans have some fear about their personal rights. They fear their freedoms are at risk. Or, at least on the agenda to be controlled by the government. Do you think our personal rights are at risk?

**Means:** There are a lot of people who are in the classical sense, really anarchists. That's another similarity we have with the bikers. American Indians come from an anarchist culture. We are people who do not need government. We know the reason why, and in fact, the Constitution and the Bill of Rights comes from us. That whole philosophy of individual rights, through representative government comes from the Indian and not from any of the European philosophers, or the Greeks, or from anybody else.

**ER:** The five civilized tribes?

**Means:** No, it was the Iroquois, but it was all of us who lived that way. If you read the Constitution of the United States, you'll see the government of the United States is unconstitutional. They weren't supposed to have a standing army. It's in the Constitution. It was supposed to be the states, you know, the citizens. That's the Second Amendment, man. We're supposed to be better armed than the army, so that there could never be a dictatorship here. That was the intent of Congress and the Constitution of the United States. They have it all twisted! At any rate, government by its very nature, and George Washington said this, "Government is force, nothing more, nothing less."

**ER:** Speaking of force, I've read that you defined the Branch Davidian incident at Waco as the "white man's Wounded Knee."

**Means:** That's correct.

**ER:** How do you see those two incidents as similar?

**Means:** Well, when the government of the United States of America, of, by, and for the white people, turns on their own and kills their women and children, you have an outlaw government. And now, everyone is an Indian in this country; is a Native American. We are all under the same heel. That's why I say, it's the white man's Wounded Knee. 'Cause the government doesn't care anymore, they'll kill anybody. They don't care which ethnic group you are.

**ER:** Do you think, that Indian people are intimidated, or do you see them in another role?

**Means:** I think the Indian people are very intimidated. But, I also point out that the American people are even more intimidated. Because you have the perfect one party system, the "Demopublicans." And almost half the people are like sheep. The Democrats and Republicans know

*"It's hell being a chain smoker."*

And almost half the people are like sheep. The Democrats and Republicans know who their people are, whose going to come out and vote. You saw the last presidential election; they switched philosophies determining what court they went to. They totally switched forces in the middle of the street.

**ER:** Back in, I think it was in 1983, you first ran for political office with Larry Flynt, of *Hustler* magazine and you were going for the Republican nomination.
**Means:** Of vice president.

**ER:** Yes, vice president. Why did you decide to go with the Republican ticket at the time?
**Means:** Larry Flynt had a beautiful strategy at the time that I joined. He knew that he wouldn't make it as a nominee for president, but he wanted to upset the apple cart. He had a strategy to do that. He had a strategy that through the primary system, he would get enough votes to get the Republican convention. And we had a strategy, where we would have a nominating speech there at the convention...Larry Flynt! We knew that it would never happen. We would either be killed, or they would make a deal with us. That's why we were running that campaign, [it] was to make a deal. We knew Reagan was going to win.

His issue was, of course, the First Amendment and the protection of free speech. My issue is Article 6 of the U.S. Constitution, which makes treaties the law of the land. So, that was our agenda; that's why I did it.

**ER:** In 1988 you ran for the Libertarian nomination. What happened there?
**Means:** I was out politicked by a Republican. Ron Paul ran against me for the Libertarian nomination for president. He beat me by one vote on the first ballot. Ironically, that vote came from South Dakota.

**ER:** So, it's like you can't be a prophet in your own town.
**Means:** Well, it's a lot more complicated than that. But the point is, I did a sincere run for the presidency. I was the first Indian ever to run for president.

**ER:** Are you still active in the Libertarian Party?
**Means:** Yeah, I just came from the Minnesota State Convention. I flew into Denver tonight just to attend this [fundraiser]. I was the keynote speaker at the Libertarian Party...Yes, I'm very active.
**ER:** So, do you think that you might try to make another run for a nomination?
**Means:** I am thinking about it. My wife wants me to run for the Governor of New Mexico on the Libertarian ticket. I'm hesitant to make the run for president again.

**ER:** Are you looking for more obtainable goals?
**Means:** The primary reason I would do that is for the same reason I ran in 1988 with the Libertarians. I know my people will not be free until the American people are free.

**ER:** That's probably one of the most misunderstood aspects about you. You feel in order for the Indian people to be free, first, the American people must be free.
**Means:** Yes!

**ER:** In the movie *Last of the Mohicans*, did you have any input on the way Indian people were portrayed?
**Means:** None. When Michael Mann writes a script, it's written in stone. Believe me, I did my arguing. But, his script was so beautiful, and so true, except for one scene, and he wouldn't hear of changing it. I'm speaking of the village scene where they're gonna burn the white princess, and the two white princes come to save her, and they burned him instead. Did you know that the only people who ever burned anyone in the Western Hemisphere were the pilgrims? And they burned their women for being witches. They burned Indians too.

**ER:** What do you think has enabled you to make so many changes in your life?
**Means:** Well, first of all, when I was younger, I was finding my way. You know, I was a janitor, I was a rodeo cowboy, I was a drunk, I was a bum, I was all of that. But I was finding my way. AIM and the American Indian enabled me to get on the good red road and become what I've become. Everything that I have done since then is for the larger picture of getting the message across to humanity. In movies, in art, and as an actor. As an artist, there is a whole venue where you can reach millions of people. You choose which projects you get involved in, and then you have your say.

**ER:** It's interesting that you bring up being an artist. Back in the '70s, I saw you on the *Late Show with Tom Snyder*. As I was watching you, I noticed a hole

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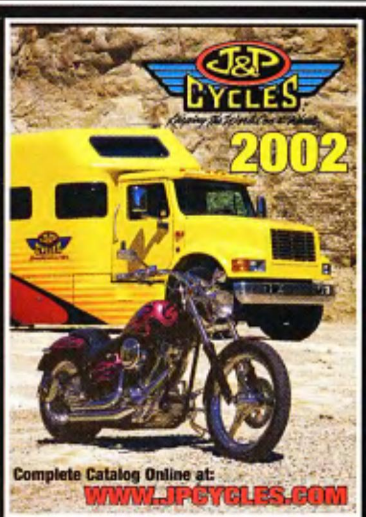

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out? Is it kinda like a starvin' artist, are you a little better when you're hungry?

**Means:** I'm always hungry. Most of my money, to the chagrin of my wife, goes to other people. She's trying to get me roped into being more responsible.

**ER:** It seems most Indians and bikers see prosperity as a sell out. How do you look at it?

**Means:** I'm like the old Indians. I have nothing against wealth, what I don't understand is the failure to share it.

**ER:** So you don't believe that poverty is necessary to be a cultural purist.

**Means:** No, I don't, of course I don't. Money has enabled me to further my goals as a revolutionary, as a freedom fighter, and to enter into new venues with the same message. It never stops. I wrote a book, and I've acted in movies, and that has been fortunate for the school that I have on the reservation. That is where the money is going, to that school.

**ER:** Can you tell us a little more about your school?

**Means:** It's the total immersion project that the natives of New Zealand started. It's our total culture, no English allowed in the classrooms. We are starting with pre-school and with each year we add the younger generation. So, 13 or 14 years from now, we will have our first high school graduating class. So, we're going to grow, the school's going to grow. What that does is, instill self-dignity and self-pride, produces productive, freedom-loving citizens.

**ER:** I've read on your Web site, you live by the credo of Chief Joseph.

**Means:** That's the AIM credo. And you can find that at www.Russellmeans.com, by the way. And, yes, I know it by heart. Because, I live it

*—Redhorse*

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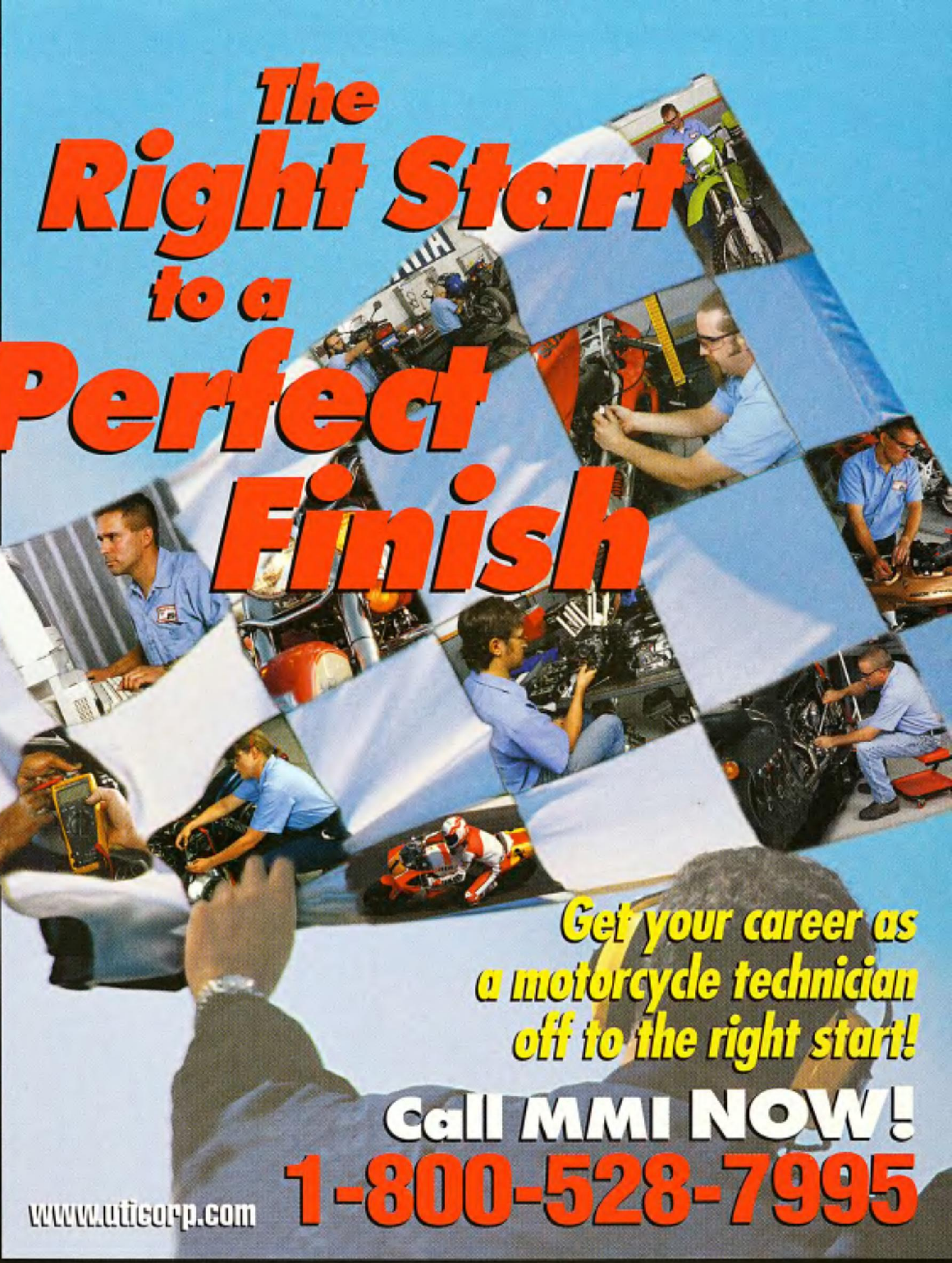


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# Farewell Ms. Easyriders

## THE TASTY TYLER BIDS US A FONDUE

Another year has come and gone. When you stop and think about it, every year you have to say hello to new friends and goodbye to others. You look back at all the places you've been, rides you've taken, strippers you met and fallen in love with (for a short time), all the times you got laid (or at least all the times you told your bros you got laid when, in reality, you really went home with a bottle of Jack and Rosie and her five sisters) and smile. It's also time for all of you to pick who you would like to see crowned as the new Ms. Easyriders. Well, before we can do all that, we must stop and say "Thanks" to our tall blond from Nebraska, Ms. Easyriders 2001, Tyler Michaels.

Tyler began her infamous reign by entering the Fox Hunt

contest in the October 1999 issue (No. 316). Ironically, that was the same issue that featured Lisa, who went on to become Ms. Easyriders 2001. Maybe it was something in the water, who knows? Whatever it was, Tyler went on to grace our March 2000 issue (No. 321) and later that year, walked away with the votes.

You caught your first glimpse of her in person, as always, at our Bike Show in Columbus, Ohio, and the calls and fan mail haven't stopped since. And for that one guy in Alabama...sorry dude, we had to turn the letters over; they were too scary for us even. For those of the "non-stalker" variety, you may have caught up with her at one of the events around the good ol' U.S. of A., like Sturgis. In Sturgis this past year, Tyler worked hard at getting thousands—okay, it was a little less than that—of you to take a crack at the Teresi Dyno-Drags in Rapid City. Of course it never took too much prodding to get many of you up there, but havin' her to gaze at didn't hurt. She also had a little time to do a photo shoot for us, which you'll find in the January issue of *V-Twin* (on sale now).

So as we cast our eyes upon this goddess one last time—Hey! Both hands on the magazine buddy—we bid a fond farewell to Tyler and wish her well in all her travels. Oh yeah, all potential stalkers... she got hitched in November 2001.

— *Oil Can*

Photos: Mike Lichter

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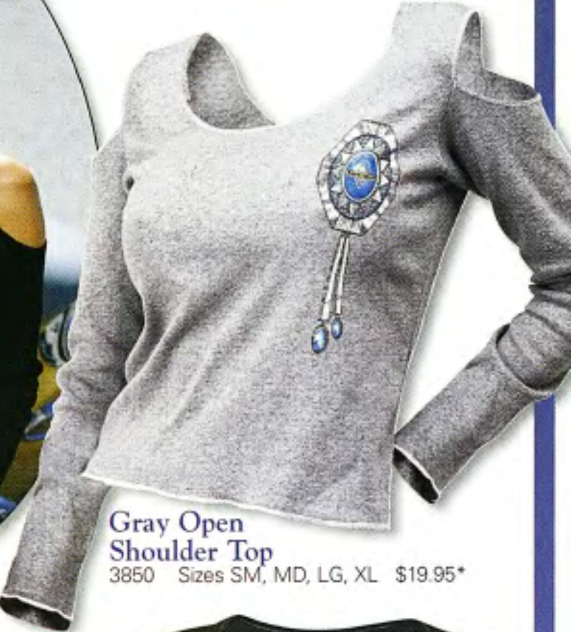

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Rob Breeden wasn't going to make a mistake by getting himself the wrong bike. His first sled would be this really rippin' reptilian animal of a ride with lots of S&S power and way more custom coolness than just a shiny paint job. It was more than just a big dream; Rob actually knew what he wanted. He also knew that it would take some real cash and some real patience, but where would he find a bike builder that could turn out a ride righteous enough to call his own?

Rob already had a pile of buddies to go riding with. Guys with special-built scoots from almost everywhere. The West Coast style seemed to get his attention most often, but the slickest, and perhaps sickest rides Rob had ever laid eyes on came from Choppers Inc., also known as "the chopper shop that doesn't know when to stop." Rob discovered that he and Billy Lane of Choppers Inc. had a mutual friend, and from that simple twist of fate, this bike project was born. As everyone already knows for sure, Choppers Inc. is the store for pure hardcore.

Rob lives in Miami, Florida, and years ago, Billy lived there too. In those days, Billy was always working on hot rods and building old-school bikes for his south Floridian friends. You could have seen some of his earliest creations thundering down Highway A1A, or maybe around Collins Avenue back then. Those bikes are still around today and after having been ridden hard and put up wet, they can still get the front wheel in the air. Billy says that Rob is as close as it gets to being the perfect customer. Rob never pushed to get the project done, never complained, and was glad to spend the very reasonable sum it took to bank roll it all. He was a little bit nervous because this would be his first bike ever, but he had all of the details together. Rob was very particular about certain things like frame geometry, rake angle, and stretch. Rolling Thunder provided a frame made from some really fat tubing that's just plain massive. As Billy tells us, "I called it the choppersaurus rex because it was just this friggin' huge, knuckle-dragging Neanderthal of a bike, and the name sort of stuck."

Rob knew what size tires he wanted to run and how long he wanted the front end to be. He had seen some of that super slick stuff that Billy does so well and carefully made his selections.

## WHO KNEW IT WOULD BE THIS BIG?

Check out the exhaust-through-the-primary-belt trick, or the bars made from the same 1.5-inch fat tubing as the frame. There are no handlebar controls because there are no handlebar controls. Ask yourself out loud, "What the hell is up with that rub-killer jockey shift setup?" Look closely to find the truly one-off details of the hybrid front brake caliper linkage that Billy gleaned from some choice bicycle parts. Bask in the intrigue of the hand-fabbed perimeter brake that licks the rim of that fat-assed Avon 250 rear tire. Billy found the idea for this hot setup on a crotch rocket, and after dropping a dime on the distributor when he flashed his engineering degree, everyone was convinced that the rim lickin' brake setup was chopper bound.

# CHOPPERSAURUS REX

Rob knew he wanted it to be kinda long and kinda nasty. Somewhere things just started to get out of hand. Who knew it would be this big and nasty? Speaking of big and nasty, check out our Fox Hunt winner, the lovely Adrienne from Baltimore, Maryland. She's hot enough to get the coveted Choppers Inc. seal of approval. "Shwingggg!" *—Jeff Moore*

**Owner:** Rob Breeden
**City:** Miami, Florida

**General**

Fabrication: Choppers Inc.
Year/make: 2001 Chopper
Model: Choppersaurus
Assembly: Choppers Inc.
Time: 90 days
Chroming: Spacecoast Plating

**Engine**

Year: 1998 Evo
Rebuilder: S&S
Displacement: 96 cubic inches
Cam: S&S
Carb: Mikuni 45 mm
Pipes: Choppers Inc.

**Transmission**

Year/make: 1999 RevTech

**Painting**

Molding: Hot Spot Rolling Customs
Painter: Mike Martinez
Color: green
Type: House of Kolor
Special paint: purple flames

**Frame**

Year/make: 2001 Rolling Thunder
Type: rigid
Rake: 46 degrees
Stretch: 6 inches
Shocks: none

**Accessories**

Handlebars: Choppers Inc.
Risers: original 6-gun by Choppers Inc.
Handlebar controls: Choppers Inc.
Fenders: Jesse James
Headlight: Arlen Ness
Taillight: Lucky Seven by Choppers Inc.
Speedo: none
Pegs: 6-gun by Choppers Inc.
Foot controls: Choppers Inc.
Gas tank: Choppers Inc.
Oil tank: Rolling Thunder
Seat: PDQ Upholstery
Mirrors: none
Grips: none

**Front end**

Type: Glide with 14-inch extension
Builder: Pro-One/Perse

**Wheels**

Make: Stainless
Size: 21 x 2.25 front/18 x 9 rear
Tires: Avon
Brakes: Braking/Choppers Inc.
**Photos:** Don Rogers

# If It Ain't Broke...

Did you know that right now, in most major cities, there are places you can go and purchase strawberry flavored beer? Beer which, rather than taste like beer, tastes like bloody fruit punch. I know what you're wondering: Who would do such a horrible thing? Who would take a perfect product and mess it up by turning it into a girlie drink? I was always raised to believe that the only thing better than a beer was another beer. That beer was, in fact, the commodity by which everything else was judged. (i.e. Sure, it was good sex, but it was no beer.)

The whole thing leads me to wonder if there is no line man won't cross. Why do we have to constantly screw around with things in order to make them different? Not better, just different. We tamper, tweak and improve everything until there's nothing left of the original. Don't get me wrong, I'm not against real progress. All for it actually. What I'm against is messing up the good stuff. Go ahead and come up with something new, but leave what we have alone.

Look at the telephone. At one time everyone had a telephone hanging on the kitchen wall. A big, black thing the size of a toaster oven with a rotary dial and a 12-foot twisted cord attached to the handset. Then one day some smartass decided that the phone would be much better if you weren't limited by a cord. You would be free to wander, work, or sit on the crapper, all the while talking on the phone. This sounds great in theory, but in practice the cordless has actually made my life more work.

It used to be that if I was talking on the phone and needed a pen, I could motion to my better half to fetch me one. She'd dutifully jump up and scurry around, looking in places I didn't even know we had, until she returned with pen in hand and a somewhat frightening scowl on her face. This was a good arrangement, but now, thanks to the cordless phone, I'm expected to get up and look for my own stuff and even fetch my own non-strawberry flavored beer. And I'm supposed to do this while talking on the phone, which is a lot like rubbing your stomach and patting your head at the same time. Now tell me, how does this make my life easier? True, it makes my wife's life easier, but that's not what we're talking about here. Oh, and I still don't know where we keep the pens, so if you call my house don't expect me to take a message.

Also, look at the "improvements" in the world of television. At one time we had only a handful of channels, but if you turned on the tube there was at least a chance that you might be able to find something worth watching. As the number of channels increased, slowly the quality of the programming started to drop off. Today we have hundreds of channels broadcasting the most unimaginable shit you can fit on a screen. This is supposed to give us all more choices, but it's like choosing between being hit in the nuts by a pipe or a hammer. There's no good option. Would it be so hard for the TV people to come up with something new and original as opposed to forcing the general public to re-digest the same old crap? Hell, I don't even care if it's good, which is obvious when you consider that I've watched every episode of *Survivor*, some of them twice. Just don't make me watch another New York apartment-based sitcom about a group of delightful companions and all the goofy predicaments they get into. You can only watch so many goofy predicaments before you run a crowbar through the screen.

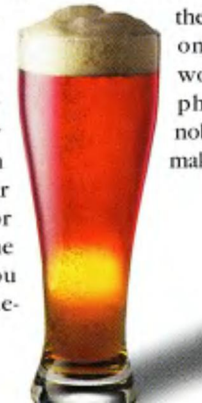
People are also constantly fiddling with the law and making it even more profitable to be a lawyer. They do this, for the most part, by making more things illegal, even though all the important laws have already been written. It's illegal to kill, steal, pillage, and generally rain havoc on your fellow man. What else do you need?

Well, apparently a lot. It is damn near impossible to leave your house without breaking some new and improved regulation. Get up in the morning, walk outside in your underwear, wave at the neighbor lady, and toss a cigarette butt on the ground and you'll be lucky if you don't do federal time. Hell, sometimes I even commit offenses in my sleep, although I'm not sure if assault with a noxious fart is a misdemeanor or a felony.

The other day though, I ran into a twisted piece of progress that still has me shaking my head. I was standing on a street corner (Hey, everybody has to make a living.) when this guy pulls up in front of me on a scooter. At first I thought he might be nuts because he appeared to be carrying on a conversation all by himself. A little too much rain-strain and lack of a good nights sleep is what I figured. I looked to see if he had a tank dog, or a really skinny ol' lady, but there was none. It was then that I saw the microphone in front of his mouth.

That's right, the guy was talking on a cell phone. I know, it's ghastly. Sort of like calling a hooker from church. I mean, is nothing sacred? Can we have no down time? Do we always have to be available to every asshole that can dial a phone? I tell ya, I was freaked out when I first saw a radio on a bike, but this I just can't get past. I've always believed that the only things you're supposed to hear on a bike are the motor, the wind in your ears, and the occasional terrified scream should you happen to have a nervous passenger.

And you know it won't end here. The closer we get to inventing everything that can be invented, the more that people are going to want to modify what we already have. Eventually, I have no doubt, we'll have e-mail built into our sunglasses and an alcohol patch so you can get drunk without all that annoying swallowing. This is our future, good or bad, like it or not. I don't know, maybe an alcohol patch would be all right. You could start "absorbing" first thing in the morning and keep a nice buzz on all day. By evening you wouldn't give a shit about the phone or the TV. I just hope nobody ever figures out a way to make a strawberry flavored patch.



*—Greg White*

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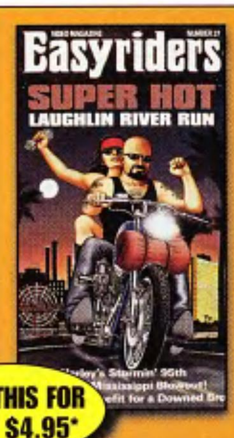


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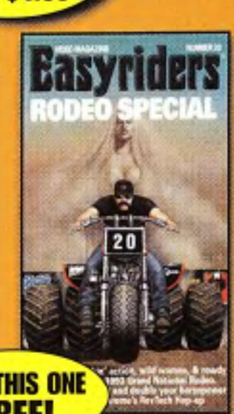


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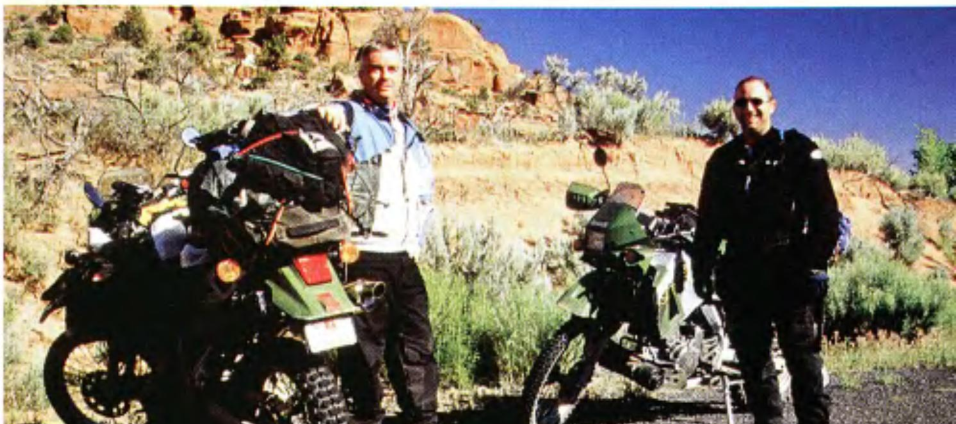
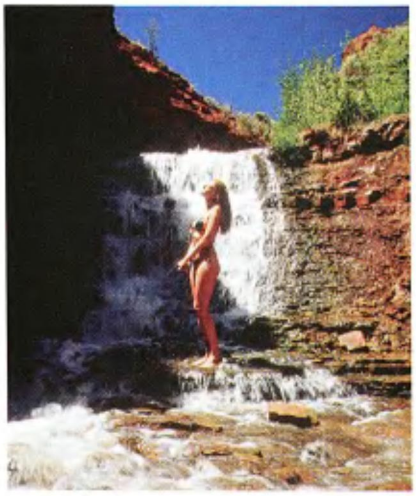
# Scenic Utah

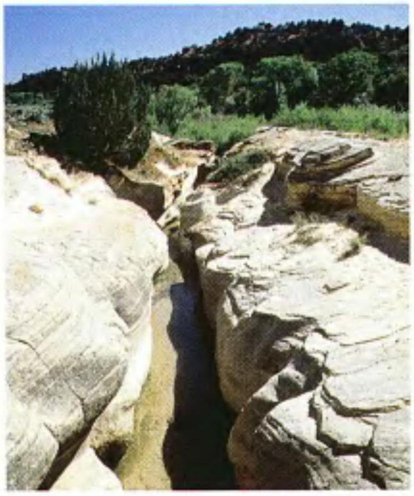
## OFF THE BEATEN PATH

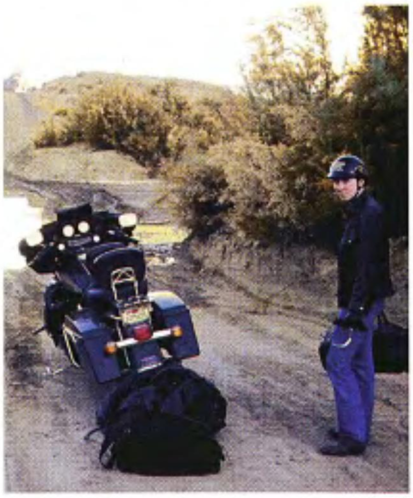
**Serenity and out-of-the-way places were the main objectives for our last trip over the back roads of Southern Utah. As far as the ol' man and I are concerned, if it's easy to get to, or close to the Interstate, it's probably not much of an adventure. We like smaller state parks, lesser-known scenic byways and the occasional adventure on dirt roads.**

**We took off from Vegas, and poked through Utah's southern back roads and trails in late May on our way out to, and on our way back from the Red River Run in New Mexico. This is one of our favorite places; it's wild, beautiful and uninhabited, so we figured we'd share some of it with you.**









Best Friends Animal Sanctuary, five miles from Kanab, Utah, was our first stop on the way out. Even though we've been here a couple of times before, there is so much to see and explore it keeps drawing us back. We hooked up with Frank "The Cat Man" Monetti who took us for a hike to an ancient Anasazi Indian cave, complete with primitive handprints and an underground lake. These gems aren't on any tourist maps, and we didn't see an RV all day.

The next morning as the sun was starting to rise we packed up the scoot, thanked Frank and hopped on U.S. 89 north to Scenic Highway 12 headed to Boulder. This particular stretch of highway is about 120 miles long and takes you through the red rock cliffs and spires of Bryce Canyon. You pass through the steep painted canyons near the town of Escalante, pine and aspen forests of the Dixie National Forest, Grand Staircase-Escalante National Monument, Capitol Reef National Park, and Glen Canyon National Recreation Area.

We had time to spare this trip and wanted to take full advantage of the beauty surrounding us. When we arrived in Boulder after a sweet morning ride, we pulled into a gas station to fuel up and ask if the Burr Trail, the back way to Bullfrog Marina our destination for the night, was passable by motorcycle. Stan looked at the map and thought the Burr Trail would save us hours. A local fellow didn't seem to think we'd have too much trouble, after all the road is paved on both ends with only 22 miles in between of dirt and gravel roads and we still had plenty of light left.

This 66-mile trail passes through the Grand Staircase-Escalante National Monument, the Waterpocket Fold of Capitol Reef National Park and Glen Canyon National Recreation Area. As the first paved part of the road came to an end, we stopped at an overlook and realized that we were thousands of feet up looking down into a canyon. A sense of pure terror and excitement rushed over my body when we began the journey down the steep dirt switchbacks. By the time we reached the bottom my shirt was soaked from sweat, but when we stepped back and looked up at the rugged beauty there was a thrilling sense of accomplishment. It was hard to believe we weren't charged a fee to take this amazing ride.

Our off-road adventure was rather pleasant until we came to the washboard gravel and sand sections of the trail. "Faith" (our Harley dresser) could only go about 5 mph before shaking her nuts, bolts, and all our stuff loose. To get off the washboards, Stan would ride the edge, which was loose sand, and felt as if we were riding on a snake. My guess is we went about 8 miles in one hour before getting back to much better road conditions.

After riding for 4 1/2 hours and only seeing one other vehicle, a Jeep, we arrived at a water crossing. We were only 10 minutes away from Bullfrog Marina on Lake Powell and our room for the night. There was no way in hell I was going to go back the way we came, so we dismounted, walked through to see how deep the water was and to find the best place to try to cross. After trompin' around in the water for a while, we decided the middle seemed the best, since it was the hardest packed portion. We unloaded the scoot and sloshed through the crossing one more time, bags in hand. At one point I stepped off to the side, and the mud sucked one of my boots right off my foot.

Stan mounted "Faith" and I quickly grabbed the camera—just in case he ate shit, I wanted the proof. I said a little prayer as he revved her up, dumped the clutch and fish-tailed wildly through the middle of the muck and shot half way up the hill before getting her back under control. I just wish I had video. We made it to the marina and our room for the night, late, wet, tired, sunburned, and with the realization that if we had stuck to the paved road we would have been here hours ago. But what fun would that have been?

In the morning we wanted to check out the marina and see what it would cost to rent a houseboat for a future party. We had gotten in after dark the night before, and Lake Powell was far too

Photos: Stan and Natalie Miles

beautiful to just pass up, so we rented a little 14-foot powerboat with a small canopy for a half a day. We figured we could catch a later ferry to Halls Crossing.

Surrounded by canyons, mesas and sheer rock cliffs, we found our own little secluded spot to run around naked and play for a while on the salmon-colored stone beaches and emerald green waters. After a few hours in the baking sun my skin started to resemble the color of the stone, so we decided to pack it up and head back to the marina.

Two guys on a slowly sinking Jet Ski flagged us down and asked if we could give them a tow back to their houseboat just over yonder in exchange for a cold beer or two. What the hell, we were up for a little boat adventure and after all there were still a couple more ferry rides going on later if we missed the one at 5 o'clock.

When we successfully tugged the half-swamped Jet Ski and its half-lit riders to the houseboat they offered us all the alcohol we could consume and a plunge into the lake off of the houseboat's sliding board. Eight buddies had rented a houseboat, Jet Ski, and ski boat for eight days and had stocked it with eight tons of alcohol and this was only Day 1.

They thanked us for getting them and the Jet Ski back safely and we thanked them for the drinks and good company. All focus now was on getting to the marina, dropping off the boat and making the 5 p.m. ferry.

The ferry gate was just closing as we raced down the long dirt road blowing our horn hoping to get the captain's attention. They stopped and lowered the gate back down and let us aboard. The 3.2-mile scenic ride across the lake was much quicker than going 130 miles around by land and we made Blanding by nightfall for a delicious dinner and a relaxing hot-tub soak.

The next morning it was off to Durango, Colorado, for a new tire, then on to the Memorial Day weekend blowout in Red River, and then back to Southern Utah to do some more exploring.

On the way back we came into Utah on U.S. 666 into Monticello, then south, through Blanding again. We hit U.S. 95 through Fry and White canyons then on to Hanksville, through Capitol Reef National Park and into Torrey for the night. The Holiday Inn Express was our headquarters for the next couple of nights with a three-tier waterfall about 350 yards away from our room.

Stan left the next morning to mail post-cards and came back in a red Suzuki Sidekick to explore Notom Road, a dirt and gravel road between Hwy. 24 and the Burr Trail. While admiring the beauty of the Henry Mountains we spotted a couple of cowboys getting ready to go round up some cattle with their trusty canine co-workers. Even though this is only a 29-mile stretch of road it took us almost four hours because we kept stopping to take so many pictures.

We made it back to Torrey just in time to turn in the rental by 8 p.m. and make reservations for horseback riding in the morning.

The alarm went off at 7 a.m. and I was more than happy to rise and shine and mount my beautiful blonde mare, named "July", for a 2 1/2-hour ride through breathtaking Capitol Reef National Monument. Stan rode "D-Day," a muscle-bound brunette. After our ride we sat in the shade, swung in a hammock and had a drink with our trail guides Cody and Chuck before reloading and putting our sore butts on our iron horse and following U.S. 12 heading to Boulder then Tropic.

Tropic was our rest spot for the evening, where we dined at Showdowns, an outdoor, cowboy-style restaurant. Coleslaw, baked beans, fry bread, potatoes, tuna steak and peach cobbler a la mode filled and warmed our bellies, before we took a sunset ride through Kodachrome Basin just outside of town. This state park is vividly colored and made up of many petrified geysers, which are breathtaking at sunset.

The last thing on the plate for the evening was sliding into the hot tub for a romantic glimpse at the brightly star-lit sky and to reward the ol' man for an excellent trip.

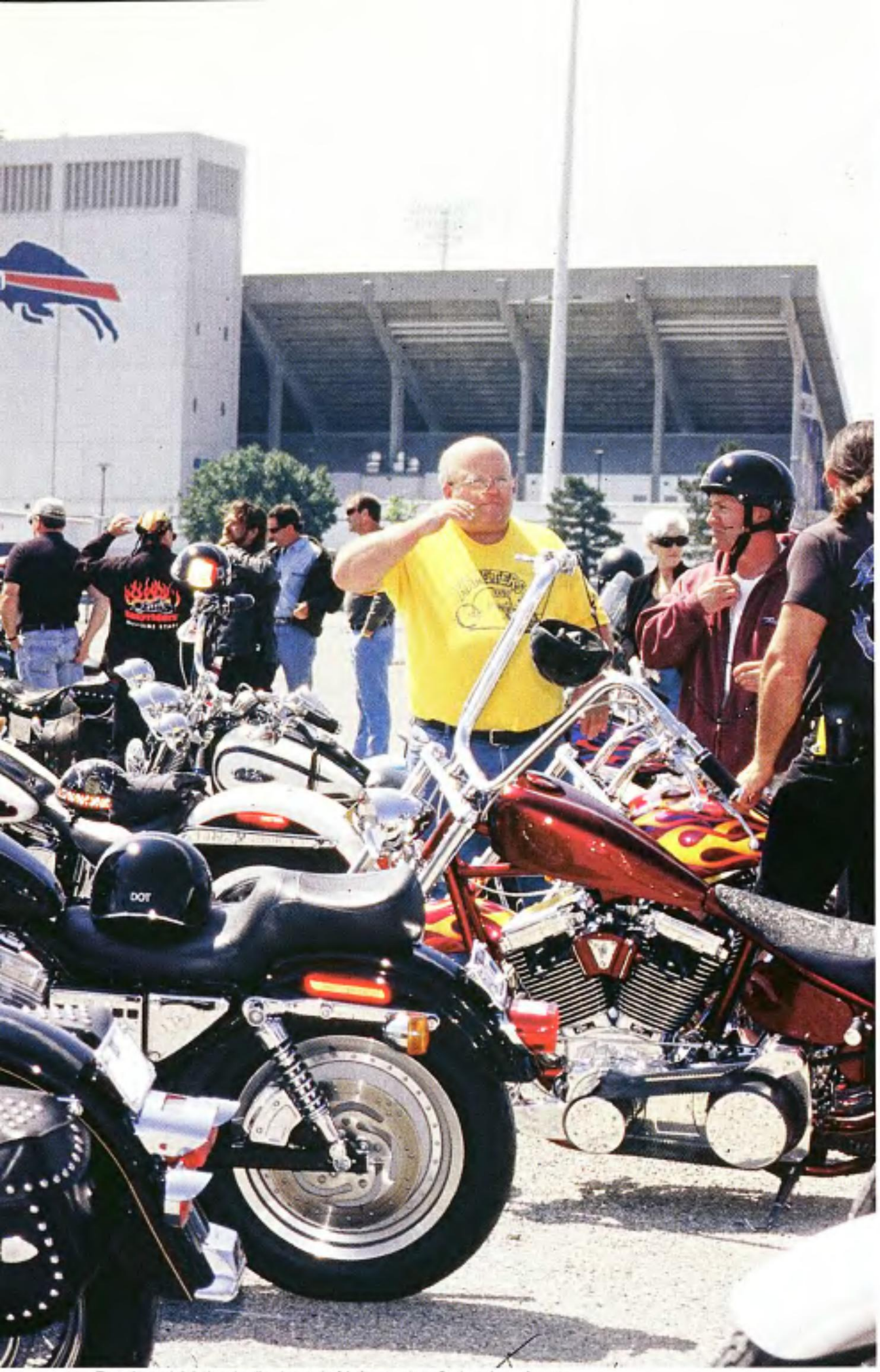
*—Natalie Miles*

# Ruben's Ride

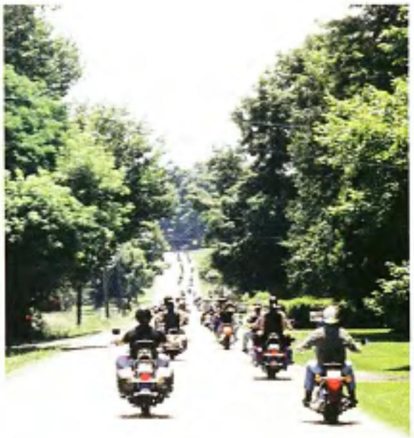
ALL-PRO PAVES WAY FOR THE SALVATION ARMY KIDS

**On any given Sunday, he can be found down at the bottom of the football food chain, among the denizens of the dog pile. Down there where the blood, sweat and grunts of every play's pain coagulate in a cauldron of hate. Indistinguishable from the blare of a stadium's noise—pumped in to exhort and elicit cheers from the largely clueless crowd—unaware of the prone behemoths ground face-first into the turf who have just provided clearance for a play to succeed or fail....**

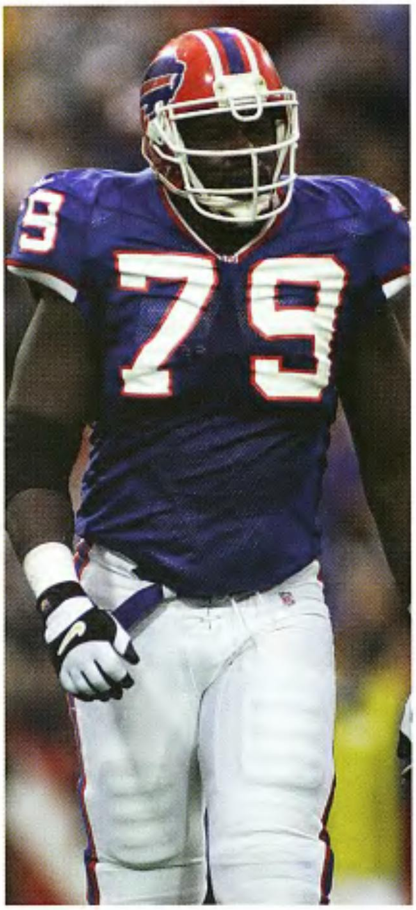
Ralph Wilson Stadium (above) was the site for the run through rural Buffalo (below).



Brad and Melanie (below, left) from the Salvation Army.



Ruben leads on the road and the field.



Takin' a Poker Run break at the rustic Gowanda H-D.

Hayes and some yellow-shirted rodents on the way to Niagra Falls.

The Tony James Band rocked.

New York Knockout.

Radio personality Ted Shredd.

Tom and Margaret Scherrer With Dave Perewitz.

Such is the life of the anonymous NFL offensive lineman. Uncelebrated and faceless to the end, he is, nonetheless, the heart and soul of every successful team. One man who turns a deaf ear to the celebrity attached to being a professional athlete is Buffalo Bills five-time Pro Bowl offensive guard, Ruben Brown. He is as much at home on his custom Harley as he is dropping back into pass protection or pancaking an onrushing linebacker.

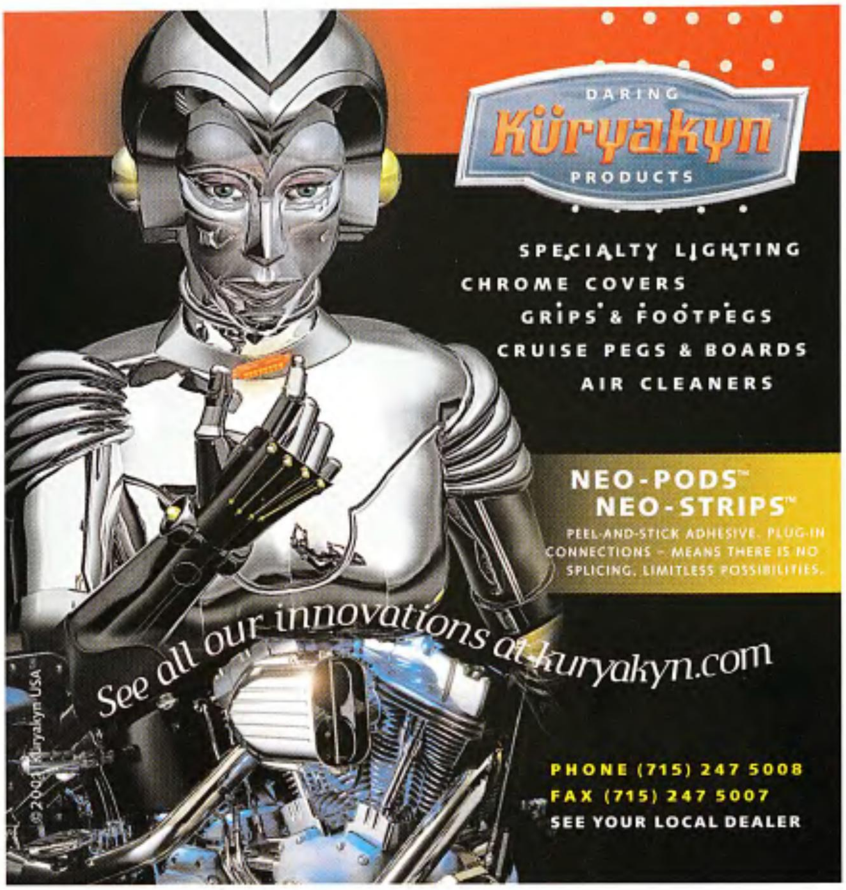
Ruben is much more about the world around him, than the limits of the gridiron he patrols while protecting his quarterback. The kids of western New York, particularly those involved with The Salvation Army, are fortunate that a man like Ruben cares.

Fame and fortune may change the heart and soul of the ordinary person, but for motorcycle enthusiasts, fame and fortune only means that you can ride freer on a custom-made David Perewitz-designed Harley-Davidson. Such is the luxury that has been afforded to Ruben.

It began years ago when Ruben was a youngster growing up in Lynchburg, Virginia, and went to a Salvation Army summer camp and had, as he puts it, "some of the greatest times of my life." Today the 6-foot 3-inch, 304-pound mass of lean muscle says it's his turn to give back to the organization that provided him with endless hours of fun and memories that he will cherish for a lifetime.

"Ruben combined his passion for riding, his love of Harley's, and his commitment to helping children," stated Melanie Buhrmaster, director of development for The Salvation Army of Buffalo. "He wants to make sure that other children will have the same experiences he had at camp. Who knows, their time at camp might lead them to become one of the next football greats."

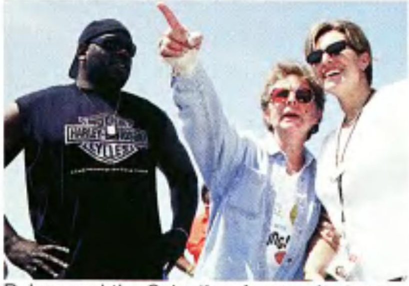
The fact that Ruben is a well-known celebrity in the Buffalo, New York, area has not changed him a bit. It has only provided him with a wide-open road to help the less fortunate in the western New York community. Bills' Director of Community Relations Gretchen Geitter was quick to point out the many charities Ruben has been involved with—Make-A-Wish Foundation, Buffalo Prep (an academic program for college-bound inner city students), Transplant Services for organ donations in upstate New York, and the level of commitment he dedicated to his own, new charity even—Ruben Brown's Motorcycle Run. Gretchen said, "During the end of the 2000 season Ruben came to me and said, 'This is what I want to do. Let's make it happen.' While most



Ruben's Posse at Niagra Falls.

Happy folks on the Run.

Buffalo bros and broettes.



Ruben and the Salvation Army volunteers.

Riding through Orange Park.

It's chow time!

Hottie Buffalo Jills cheerleaders.

players escape Buffalo after the season's final whistle, Ruben stayed and was on it from concept to completion, attending every single organizational meeting along the way, involved with all manor of details during the entire process. Along with the Bills' marketing department, he helped locate a main, title sponsor—the Coors Brewing Co. Coors made it happen with funding, pre-event promos at local taverns, and of course, providing cold and tasty Coors Light and Original Coors on the day of. Coors Field Sales Manager John Kwiatkowski, echoed earlier statements saying, "Ruben was phenomenal to work with. We had never worked with the motorcycle community before and we really enjoyed it. The bikers were great at getting the word out." Coors supplied event T-shirts, as well as promotional banners and posters of Ruben riding, and autographed footballs that were raffled off weeks in advance at area bars.

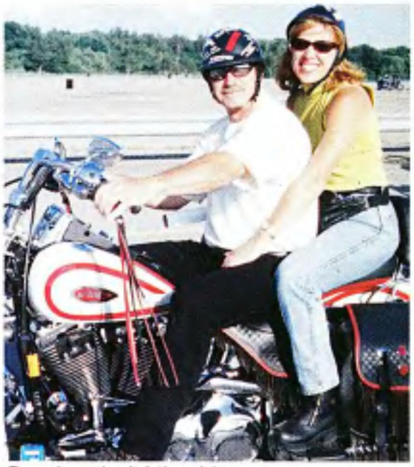
In its inaugural year, Ruben's Ride achieved great success. More than 400 bikers participated in the daylong event, raising $15,540 for The Salvation Army's Summer Camp programs. Adding a celebrity/athlete slant to the day's festivities, were many of Ruben's co-workers (players) including Bills tight end Sheldon Jackson, and retired Bills quarterback of the '90s, Jim Kelly. Many fresh-faced Buffalo Jills cheerleaders were on hand helping out, as were Dave Perewitz and his Cycle Fabrications crew from Brockton, Massachusetts, along with a bunch of their riding pals displaying Dave's custom efforts.

After a rain-plagued Friday and Saturday, Sunday morning, June 24, burst out bright and shiny. A group of several hundred bikers gathered at an otherwise empty and eerie Ralph Wilson Stadium to begin a 75-mile poker run from suburban Orchard Park through the lush scenic farmlands south of Buffalo. The first stop was Gowanda Harley-Davidson, a most unique log-cabin-like dealership located among farmlands and horse pastures. It was absolutely beautiful and different from anything this Californian has seen. While rolling along aboard a Perewitz Road King next to Sheldon Jackson's Fat Boy, an exhilaration for the simple thrill of the ride was nearly overwhelming. Bikes stretched out and snaking along country roads as far the eye could see, forward and aft, was proof that Ruben's efforts to aid less-fortunate children was paying off. The biker community was with him...and the kids. It was a great feeling. A later stop at a dirt-bike drag event kept everything motorcycle-oriented, regardless of the ride style and choice of the enthusiast. Street to dirt, it was all good.

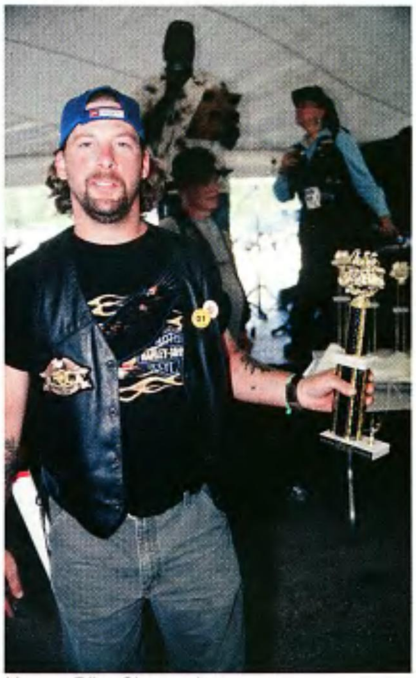
The circle was completed when the pack returned to Ralph Wilson Stadium for an afternoon of barbecue and music belted out by the Jony James Band under a big canopy that provided relief from the early summer sun. Auctions for autographed items provided by local sporting heroes, as well as Ruben's football teammates included motorcycle memorabilia, such as a collectible custom Perewitz-painted gas tank featuring the Bills logo and Easyriders products, all contributing to the money pile for The Salvation Army. The event concluded and the parking lot cleared out as shadows appeared, and a weary but elated Ruben remarked, "I can't wait for next year's event. "I'll get a chance to show off my new ride."

The next Ruben Brown Motorcycle Run is set for Sunday, June 23, 2002. This is definitely an event you don't want to miss if you're in the area. For more information or to sign up for this year's event, please call The Salvation Army at 716-883-9800.

*—Sweet Mel and Loudmouth*



Couple enjoyin' the ride.



Happy Bike Show winner.

Gary Grelick, Ruben, and Loudmouth (L to R.)

Photos: Kim and Kris Peterson

ARLEY-DAVIDS
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# More Than Ever

**A friend recently asked me why I ride a Harley-Davidson. "Why not some other brand of bike?" My first reaction was to give him the old adage, "If you have to ask, you wouldn't understand," but after some thoughtful consideration, I decided the question deserved a better answer.**

It has been my good fortune to own many different brands of motorcycles during my life. Each in it's own unique way was enjoyable. Due to this experience, I respect an individual's right to choose. I never put another brand down. We can have different tastes in bikes and remain brothers of the road. As for me, I just got back from a three-week, 8,000-mile ride that hardened me into a Harley guy more than ever.

My trip would take me from Louisiana to Southern California, up Highway 1 to the middle of Oregon, back to Texas and then up to Sturgis, South Dakota, and back to Louisiana. Partway I rode alone, and some good friends accompanied me on the rest. My bike performed flawlessly. It never missed a beat through desert heat, Rocky Mountain altitudes, dense California traffic, or heavy rain. The average distance ridden in a day was about 400 miles with a high of 770 on the last day. There was plenty of saddle time to reflect upon the Harley experience that my friend had asked about.

Perhaps the first unique trait that comes to a Hog owner's attention is the brand recognition by the public. I can't ride anywhere without someone coming up to me and saying, "Great looking Harley." Alone and headed home on the last leg of my ride this summer, I pulled into a restaurant parking lot and swung off the bike. While I was securing my gear, this 80-something, white-haired geezer and his wife walked up and began to admire my scoot. "Nice Harley son. I had a 1939 Harley-Davidson UL. Best machine I ever owned," he stated with a smile. I listened patiently to him reminisce a few minutes until his wife nudged him toward the restaurant door. Upon entering he announced to the waitress that he needed a table toward the back. "Can't let the sheriff see me, paternity suits you know," he said with a twinkle in his old eyes.

His wife turned to me, winked and quietly remarked, "He says that every time."

"Once a Harley guy, always a Harley guy," I thought to myself with a chuckle.

Another reason I love Harleys is their excellent resale value. Take one of my machines for example, a '93 FLHS. The bike, now 8 years old, is valued at about $500 more than what I paid for it new. Since it had excellent care and maintenance and many custom parts added, the value has appreciated rather than depreciated. I can't think of any purchase that I've made, except for some real estate, that has fared as well.

The simplicity of the venerable Harley motor, (two pushrod actuated valves for each twin cylinder) makes it easy for a mechanically skilled owner to do his own maintenance and repair work. Both OEM and high-quality aftermarket parts abound; a fact that leads to stiff competition among vendors and keeps rebuild costs low.

The reliable air-cooled motor emits a distinctive sound due to Harley's use of a single pin crankshaft. Most people describe it as "potato - potato." Maybe I'm weird, because I don't hear any potatoes. It sounds to me like a couple of cylinders sliced off a small block Chevy sporting a radical cam. Often when passing through my garage, I start one of my scoots just to hear that rumbling throaty music. In the past I have been known to put CD players or radios on my bikes, but not the Harleys. That exhaust note is all I want to hear.

Harley-Davidson has the best dealer network, bar none. You can go into any dealership coast to coast and you'll find a large, nice new building, friendly knowledgeable staff, and outstanding service. This summer I was 1,200 miles from home when I ran over something sharp that cut my back tire. Luckily, it didn't deflate. Carefully, I rode it at a snails pace to the dealership in Casper, Wyoming. I parked under the shade of a large open-sided awning erected at the end of the parking lot. Immediately the shop manager greeted me and asked what he could do to help. After we discussed my problem, he rolled my ride into the clean well-lit shop area where a mechanic dropped what he was working on and began to attend to my problem. Obviously Casper Harley-Davidson gives top priority to stranded riders.

*"I just can't shoot the bullseye. It reminds me of a nipple."*

Upon entering the spacious showroom to wait, I was greeted by two attractive young ladies at the front desk. We chatted a few minutes and they offered me a soft drink and ice cream. This dealership puts forth a special effort to make its customers feel at home. I began to look at some of the latest riding apparel and accessories. It has been my experience that Harley sells only top-quality merchandise. Any article of clothing or leather accessory has been thoroughly tested and found to function as it should on the road. A new pair of summer gloves caught my eye. They fit just right and since they were sporting the Harley-Davidson brand, I knew they'd last and perform to my satisfaction. Any piece of equipment that enhances your ride is money well spent.

A large window separated the shop area from the showroom and I could see that the mechanic was rolling my scoot out, new tire in place. As I looked on the manager took over, inspected belt tension and wheel alignment, then rode the bike up the street and back to be absolutely sure that the job was done right. In no time at all, I was out and on my way.

Casper Harley-Davidson puts the customer first. The amazing thing is that this is typical of most Harley dealers across the country. When I arrived home at the end of my journey, I received a thank-you card along with the store manager's business card. It's touches like this that put Harley above the rest.

American-made V-twin ownership entitles one to become a member of a vast brotherhood of warm and friendly people that know how to enjoy life and have fun. Early this summer, my ride took me to the BMW rally held in Redmond, Oregon. A good friend owns a Beemer and I decided to ride to the rally with him. We'd see some spectacular scenery on the way. The only other rally I had attended before this was Sturgis. The BMW rally, compared to Sturgis, is small and conservative. I enjoyed perusing the clothing and touring accessory displays. Although I found the people there friendly and amiable, I didn't find much partying. There wasn't any as far as I could tell.

Anybody who has ever been to Sturgis can tell you, "Harley people know how to party." Yeah, Buddy!

Harley-Davidson hosted a reception for members of the Harley Owners Group or H.O.G. in Rapid City, South Dakota, during Sturgis this year. They displayed new motorcycles from all five divisions including the new V-Rod.

As I walked through the displays checking out the bikes, I was struck by the large number of different models Harley builds. There are seven different Softail versions, the exciting new VRSC, seven Sportsters, five Dyna Glides, and six Touring models to choose from, not to mention the Buell lineup. The company also offers factory-warranted, dealer-installed customs. You pick out your own engine configuration, paint, and accessories. You truly can "Have it your way," at Harley-Davidson.

Often, I have heard non-Harley riders saying, "Why buy a Harley when you can have two Japanese bikes for the same money?"

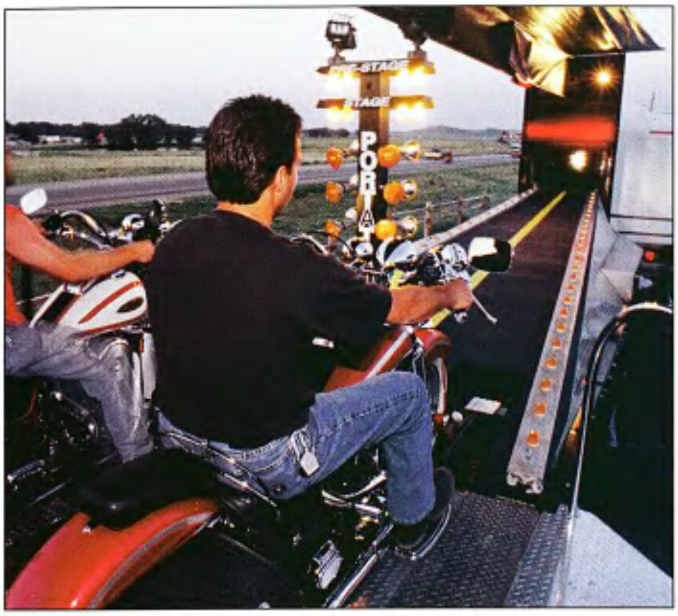
I imagine many of us have asked that same question, I know I have. There was a time when the only bike I owned was a Harley and I would think, "Maybe I should sell the Hog, I could buy a new metric sport bike and a tourer with the cash." Only problem with that situation is, then I wouldn't own a Harley. Been there, done that, I wasn't happy.

"Why?" you might ask.

If you have to ask, you wouldn't understand.

Bottom line: You can have all the bikes you want, as long as at least one's a Harley-Davidson.

*—Courtland French*

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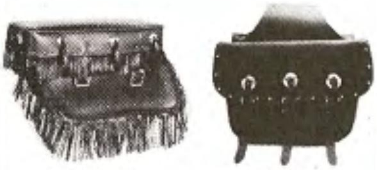

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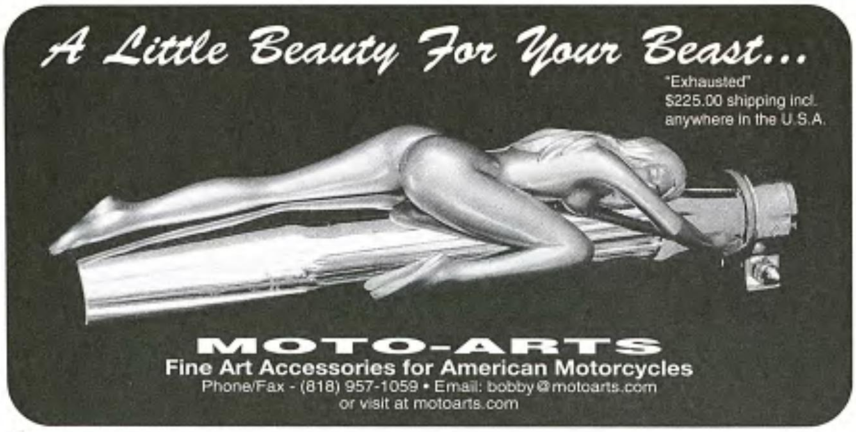


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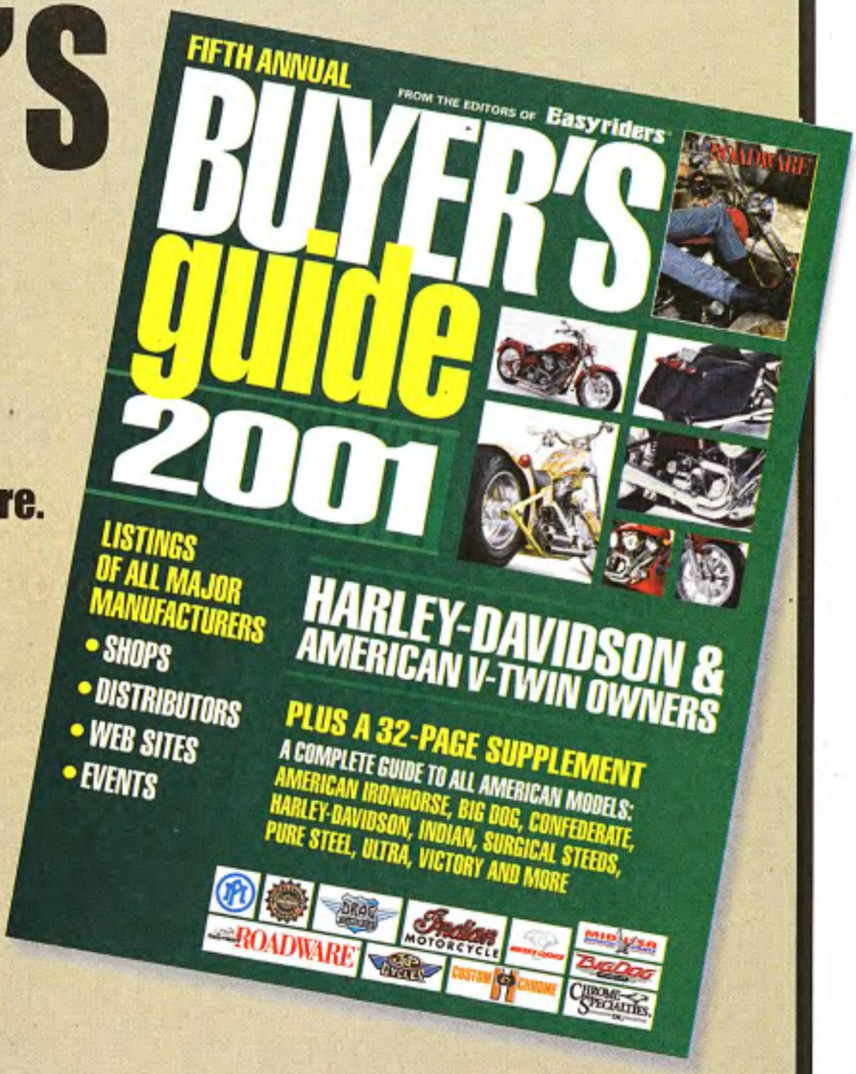


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## Terry Components' Double Dual-Throat Carb Kit
### A Crash Course In Fuel Management

Terry Components is a performance fuel and starting-systems company that's best known for their bulletproof starter motors, and their super flexible battery cables.

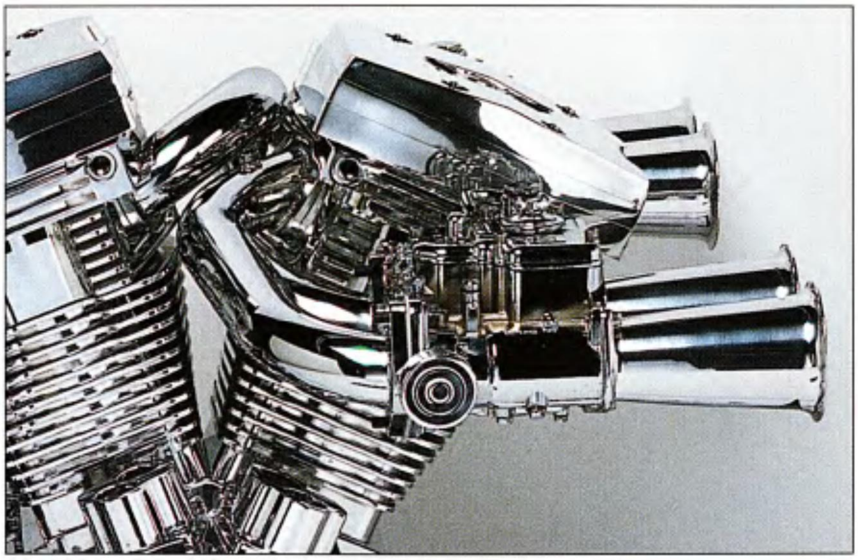
More recently, founder Keith Terry worked on designing and manufacturing the company's newest addition to the fuel system division—an individual runner manifold and dual-throat carburetor setup. Developed specifically for Weber and Del 'Orto applications, the intake manifold features two separate intake runners that allow individual and precise tuning of each cylinder.

Some of you might wonder why individual intake runners make your V-twin run better than a 2-into-1 setup. After all that's what Harley-Davidson has been using for the last 70 years. That's all good when you're running a single-throat carburetor such as the OEM CV, or many other aftermarket carbs, but Keith wanted to take advantage of the Weber carburetor's greater versatility and apply it to an American V-twin.

Until now people had bolted dual-throat Webers or Del 'Orto carbs onto poorly designed manifolds that featured a common intake plenum that divided into two runners to feed each cylinder. This setup certainly looked hot, but didn't work worth a damn—the motor would seemingly run out of gas although the tank was still half full, it either idled well and had no power, or kicked ass and didn't idle at all. As a consequence dual-throat carbs suffered from a bad rap for years, and for the wrong reasons, according to Keith.

It turns out that amateur customizers often failed to understand that dual-throat carburetors are designed so that each throat works as an individual carb. Mate each side of the carb to one cylinder only and you're a tune-up away from ultra-performance bliss.

Keith further explained that the key to making any engine run its best lies in treating each cylinder as an individual motor with its own needs. Competent race engine builders in Europe have applied this principle for decades, and often mounted Weber carburetors on the fastest and most successful racecars such as Ferraris and Jaguars, using up to six of them to feed V-12 engines (again via individual intake runners).



Weber carburetors were the choice of race-engine builders for years because of their versatility and ease of use. The Weber carb is really easy to tune because all the jets are accessible from the top—jet changes can be performed in a blink without even draining the fuel out or having to stand on your head.

When massive amounts of air and fuel are desired, you cannot go wrong using this wild setup, according to Keith. The double dual-throat kit features a pair of Weber carburetors with individual runner intake manifolds, high-performance velocity stacks, air cleaner and all the necessary hardware. The carburetors are delivered jetted for specific displacement and are designed to be used with 1990 and later OEM throttle cables. When it comes to the finish, you can choose between a powdercoat or a chrome version.

Call Keith Terry to find out how your engine can get great performance and a visual upgrade with Terry Components' double dual-throat kit.

*—Lafayette*

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## TP Engineering Unleashes Their 121-inch Pro-Series Motor

Tom Pirone of TP Engineering let us in on a few secrets about the company's 121-cubic-inch V-twin. This mighty motor apparently cranks out about 125 horsepower at 5,500 rpm, with 130 foot-pounds of neck-snapping torque at 3,900 rpm! Not too shabby.

If impressive, these figures are not exactly unheard of with today's big-inch engines, but Tom adds with pride and confidence that his motors will more than likely outlast and outlive their competitors.

Instead of taking his word for it, we thought we'd act like journalists, so we asked Tom why his Pro-Series 121 kicked so much ass. Well, we asked for it, so here's more than you ever want to know about TP Engineering's 121 Pro-Series engine.

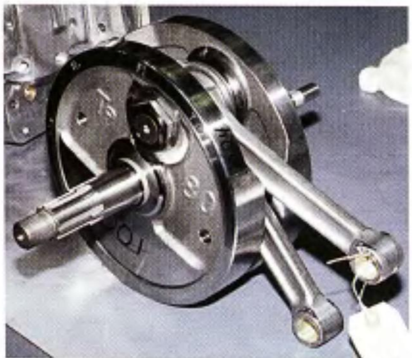
As you soon will find out, the TP Pro-Series 121 isn't at all about throwing the tallest rods and the fattest pistons into the largest bore cylinders you can find. That would be too easy. Instead, Tom Pirone spent a great deal of time mixing the right speed equipment, so his 121-incher would make ungodly amounts of usable power while relying on a very strong and dependable foundation.

From the bottom up, all the engine components are grenade proof, starting with the TP flywheel assembly and connecting rods that are forged out of 4140 steel and CNC-machined for consistent and superior quality. The pinion shaft used on the 121 is also a TP exclusive design that features a diameter of 1.625 inches. It matches a self-contained, heavy-duty roller bearing. With more than twice the bearing surface over stock, these shafts have tremendous stability, which is a must for any high-performance engine. This design greatly reduces engine vibrations.

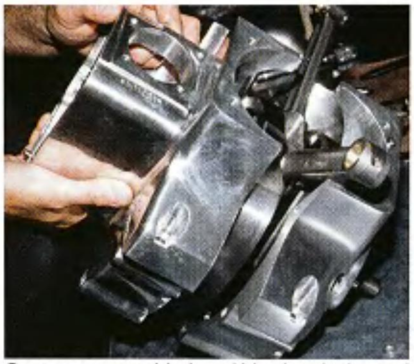
Around the flywheel and rods, are a set of TP-designed crankcase assemblies that are made of A356-T6 aluminum and feature an integrally cast-in hub. This ensures that the steel hub that houses the crankshaft support bearings will not move—another precaution to prevent destructive engine vibrations. If this wasn't enough, extra material has also been added at all known points of weakness in the cases to further strengthen the lower end.

Now we're on to the Pro-Series pistons used on the 121. They're forged from high-silicon aluminum alloy for superior strength and dependability. Borrowing speed tricks from Indy car technology, TP added support webs to strengthen the piston skirts, eliminating skirt collapse. Are you still with us?

The TP big-bore cylinders, a perfect match to the high-performance pistons,

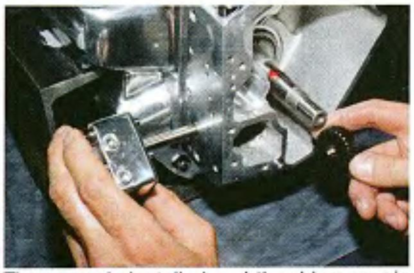


The trued and balanced flywheel assembly is ready to install



Cases are assembled, and blue Loctite is used on all hardware before it's torqued to specs.

TP Engineering's patented oil pump is ready for assembly



The pump is installed and the drive gear is set on the shaft. Careful assembly is paramount to ensure that the pump is spinning freely before all bolts are torqued.

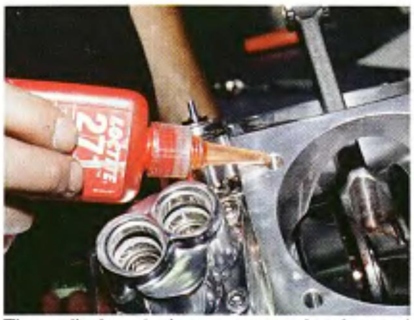
The cam and the breather gear are installed using correct shim to achieve desired cam end-play of .009 to .015 on the breather.

are built using an SP61 centrifugal cast sleeve, with high-impact nickel content. (Try using this one in a conversation if you want to impress your friends—it never fails.) The sleeve is then encapsulated by molten A356 primary aluminum to form the cylinder. The last manufacturing step is a run on the CNC machine to bore the cylinder to required size. In other words, these cylinders are really, really trick!

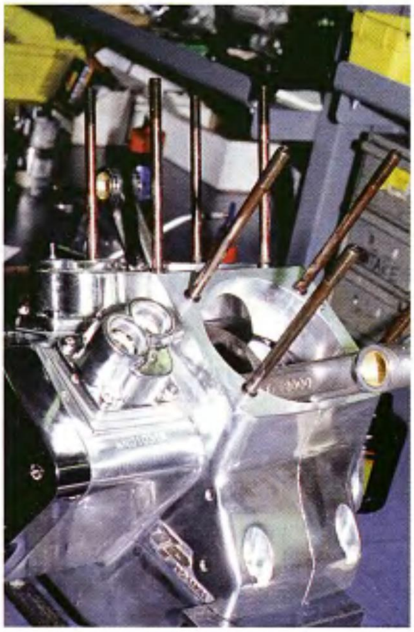
Topping off the engine is a pair of custom CNC-ported heads featuring rectangle-shaped ports. These ports have been designed to improve airflow and velocity, so the engine can breathe better and produce the best output.

Working in conjunction with the heads are of course TP's own 1-piece stainless steel valves. They're the product of countless hours on a flow bench and are forged far above industry standards to provide 20% more air movement over comparable performance valves.

You will find in the rocker boxes a set of Pro-Series 4140 forged steel rockers with roller tips and a solid bushing. The rockers actuate premium springs made of heat-treated chrome silicon wire,

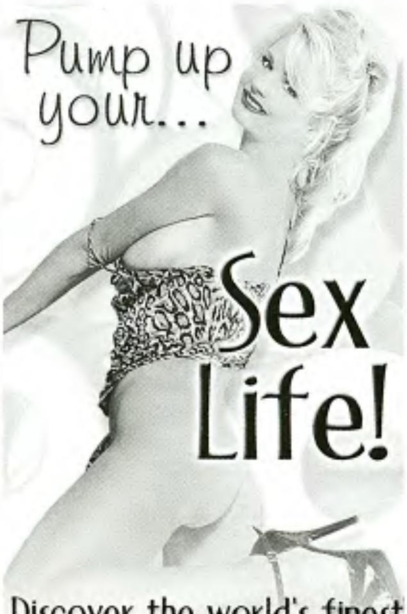



The cylinder studs are secured using red Loctite.



TP sets ring gaps right from the factory—they should read .018-.022 on top, .020-.025 on second ring, and .025-.040 on the two rails.

The rings are set with the dot facing up on the second ring, and with the bevel facing up on the top ring. All gaps are set 180 degrees from each other.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The pistons are installed and the cylinders are lowered onto the engine. The rear piston has a machined skirt to clear the rear engine-mounting bosses.

combined with titanium top collars and super locks for maximum durability.

TP Engineering used their patented Pro-Series oil pump to keep all moving parts lubricated, as they should. Recipient of last year's V-Twin Excellence Award for Best Performance Product, the Pro-Series oil pump provides 8-10 pounds of oil pressure to the engine bottom end from idle and up, allowing the engine to actually run cooler.

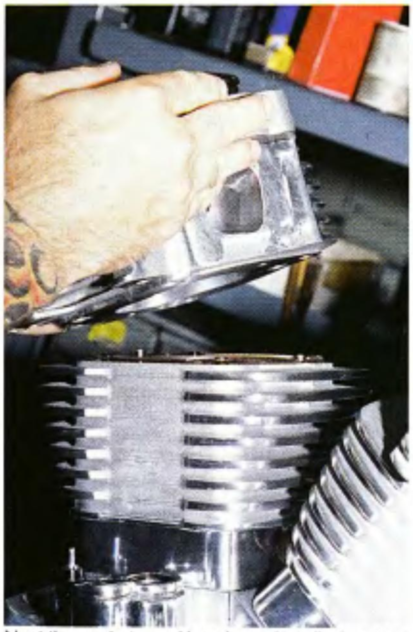
Well there you have it,unveiled for all to see, TP Engineering's Pro-Series 121 motor. The motor is also easy to start with its 9.8:1 compression ratio, it's balanced to a tee and won't vibrate your fillings out, it runs cool and delivers 125 horsepower and 130 foot-pounds of torque. What more could you possibly ask for?

Check out the source box for all the info on how to contact the folks at TP Engineering.

*—Lafayette*

After the valvetrain is assembled, the rocker boxes are installed using blue Loctite on bolts and torqued down to 22-24 pounds on 5/16 bolts and 110 pounds on 1/4 bolts.

The pushrods are adjusted at the lowest tappet position on the cam by taking the free play out then going down 3 to 3-1/2 turns.



Next the gaskets and heads are installed up top.

The head bolts are coated with oil before being torqued to 50 pounds, starting at 20 and going up in 5-pound increments using Harley-Davidson torque sequence.

With a 45-mm Mikuni carburetor, a Crane H4 single fire ignition, the engine is off to the run stand where cylinder temperature, oil pressure, and oil leaks are all checked.

Photos: TP Engineering and Bruce Carroll

# AMERICAN BIKERS SPEAK OUT

*As you know, we've been collecting your comments on ol' Assuma Blown Noggin on our Web site. Here's what American Bikers are saying about the towel head from hell...*

"Make the world a better place, kill the son of a bitch."

"Wrap him in pig guts and send him to Allah!"

"Nuke the bastard! Blow him off the map!"

"I will twist his tits in such a manner that even his asshole will whistle the Star Spangled Banner."

"We should get medieval on his ass!"

"He should have kept his Slurpee-sellin', camel cowboy ass out of our business."

"I'll say this as politically correctly as possible. Dead or alive my ass! I wanna kill that camel-fuckin', diaper-wearin' toad!"

"I'd fly 5,000 miles to smoke a camel!"

"Suck my nuclear warhead, asshole!"

"I wonder if he'd fit in a microwave..."

"I wanna tie him in 10 knots, put him through a wood chipper, and spray him all over his followers."

"You pissed in our Cheerios, now we'll shit in your backyard."

"How about a 12-gauge enema!"

"Nuke 'em till they glow then shoot them in the dark."

"I'm glad they [U.S. Government] ain't treatin' this like 'Nam. So far anyway. Let the troops on the ground and let's finish this once and for all. Hell, we'll get more done in a month than Russia ever did in 20 years!"

"Capture him. Give him a sex change operation and then send him back to the Taliban to live as a woman."

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*To send us your enlightened comments visit: www.easyriders.com.*


# POLITICALLY INCORRECT

## AND 100% AMERICAN BIKER!

#8932

Once again, a mad man from the mid-east appears out of the desert to drag our country into camel shit! This deranged Q-Tip thinks of our United States as a haven of evil governed by the son of the devil, and figures dying a martyr's death will bring him and his followers "closer to god." Well, we've got news for ya, you skinny-assed geek, you have awakened the sleeping giant and it's time to prepare for a proper stompin'!

This time it's personal. For the first time in American history, our shores have been invaded, our airplanes have been hijacked, our buildings destroyed and thousands of innocent civilian men, women, and children have been killed. Why not show the world how you feel with the world's most politically-incorrect T-shirt! (Hey, this ain't Ladies Home Journal!) The American biker is the last holdout of the frontier spirit in this great land, and we're not afraid to tell it like it is.

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## Bike Building 101
### Belt Drive Installation

Well class, if you've been following along in your workbook, you've witnessed some remarkable changes to what was once just a drawing on a piece of paper. If you haven't, I'll catch ya up…just this once. We started with an Xtreme Cycle Designs frame and added a Legends Air Suspension system, JIMS 6-speed tranny, a 93-inch Panzer motor, a Denver's Choppers wide springer, Black Bike wheels, Hot Match Custom Cycles kickstand and a really trick gas cap. We also sought out the awesome talents of both Modern Machine and Tool on fabbing the fender struts and Creative Concepts in fabbing the gas tank and Exile Cycles rear fender. These are all components that worked with our design and fit with/complemented each other. What about the components that didn't work? *Fuhgedaboudit.*

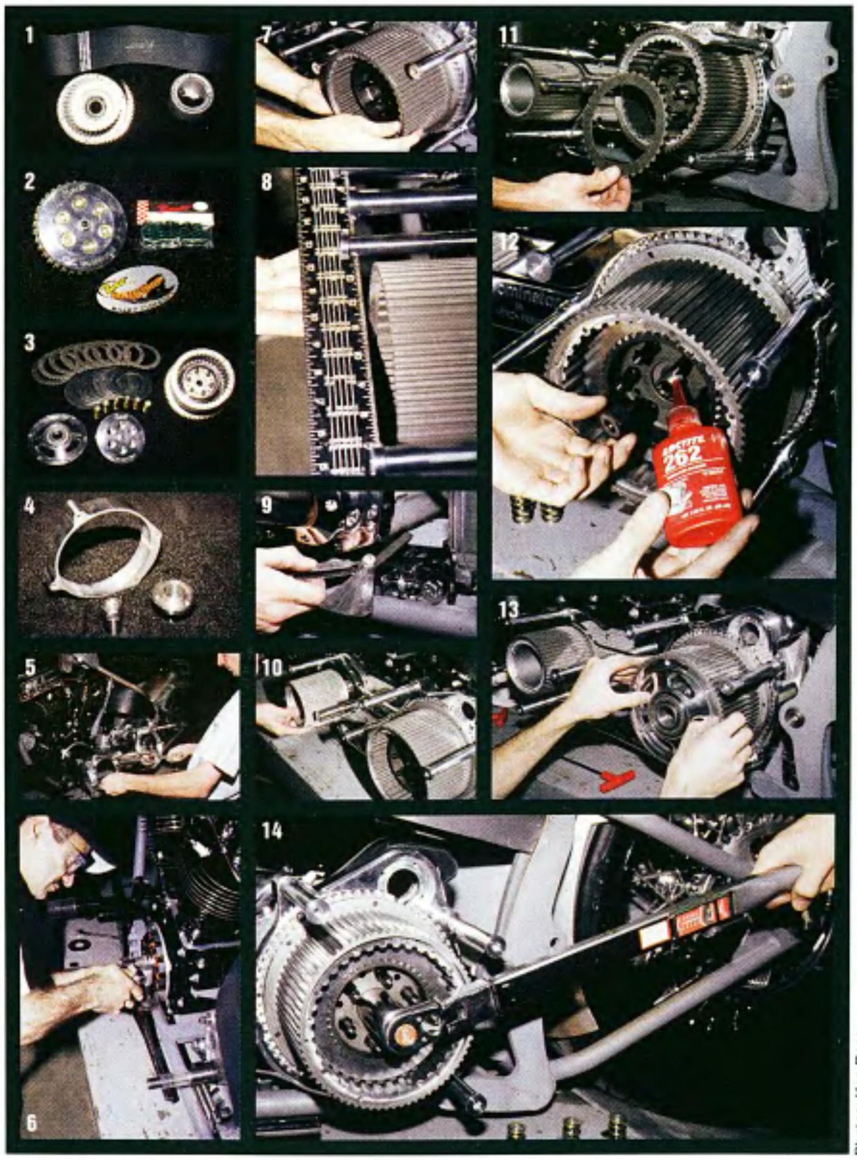
Today we move on to a component that is going to help propel this chopper down the road. After much consideration, I settled on Hitech Products' newest belt drive system: the 4-inch open-belt Dominator. Hitech Products, in Canoga Park, California, has been featured here many times, mostly for their lighting products—which of course we needed as well. However, their Dominator belt drive system has been seen on many custom bikes. Partly because of the look. Mostly because of the performance. [Photos 1-4] Let's walk ya through the installation. But first, if you do not feel comfortable doing this yourself, don't attempt this.

The first step is to loosen the trans. Now line up the inner primary and see how it fits. You don't want to have to force anything here so keep your eyes open and make sure every thing slips right into place. We had to grind a little weld from the kickstand mount, but once we did that it dropped right in. All the holes are lining up and things are looking good. So with the trans still loose go ahead and bolt up the inner primary. Use a little blue Loctite on the bolts and tighten them all up. Now check to see where your tranny wound up. As you can see, ours had a little gap under the fifth mount so we needed to put a shim in. Make sure you don't have any gaps and then tighten down the trans. [Photos 5-10]

Next, fit up the pulleys. Both of them slide on great, but you gotta make sure that they line up. Keep the clutch pulley snugged up tight and put a straight edge on it and see where it hits the front pulley, shim the front pulley so it lines up. [Photo 8 again, very important] Now listen, take your time and get this right, with a belt this wide you could launch yourself into a parallel universe if those pulleys aren't lined up, the local Harley dealer or your favorite shop has any size shim you need so get them straight. Leave the shim under the stator alone so you don't start grinding up magnets. Okay, if you like where the pulleys are sitting then nut 'em up. Use some red Loctite and torque them to the specs in the instructions. Now it's time to tap on the belt.

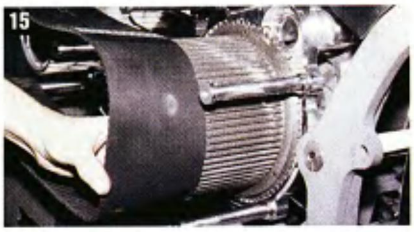
Remember, I said tap not beat, got that? Take a rubber mallet and gently tap on the belt, the guys at Hitech have done their homework so you know this Karata belt is gonna fit like a glove. [Photos 15 and 16] Next, load up the clutch; you know, fiber, steel, fiber, steel, just like the instructions tell you. It's a Barnett clutch, so again, follow the instructions. Soak the fiber plates in whatever they recommend (not beer) and wipe off all the excess. Once you got all the plates stacked, install the pressure plate. Add the springs and put a little blue on the allens and take them to torque. [Photos 11-14]

Now for the cool part, these boys run




Photos: Ken Ross

outboard bearing supports on this rig and it's fucking bad. The bearings and their housings mount on the pulleys. Once again follow the instructions. Now it's time to start on the outer support, when I say outer I mean way out. I was thinking about loosing the kickstandand using this setup to hold up the bike. Anyway, attach the outer support on the studs and leave it a little loose. Then attach the outer races (inserts) and tighten everything at the same time. There is a nice support for the starter that bolts on if you need that. [Photo 17] The same pattern goes here: bolt up the starter, bolt up the out board support, tighten down everything at the same time, drink a beer, you're done. [Photo 18] Now go out and pull some hole shots, this Dominator from Hitech can more than handle it. Next,we tackle the delicate issue of fitting your ass to the correct seat, with the help of our friends at High End Products. *—Gearhead*



**Source**

**Hitech Products**
6925 Eton Ave.,
Canoga Park, CA 91303
818-887-0136

THE RIGHT TOOL FOR THE JOB

# Garage Gear

Just like my high school shop teacher always preached, and yours probably did too, you need the right tool for the job. It's no use in most cases to even begin attempting a repair if you don't have what it takes—unless you don't mind cussin', bustin' parts (and knuckles) and tearin' so much of your hair out your neighbors will think you look like some half-crazed bald monk that forgot his vows of silence.

When it comes to wrenchin' on Harleys, not only do you need to have a variety of tools that range in size from tiny screwdrivers for carb rebuilds, to big-ass 1/2-inch drive sockets that are meaty enough for handling clutch-hub nuts and compensator sprockets. And of course you just can't forget the ever-increasing variety of specialty tools made for certain jobs that you must have since there's no way in hell that you're gonna finish without it. Today's computerized, fuel-injected, muscle-bikes need an entirely new breed of electronic testing equipment to keep 'em running right, and of course there's tools that can make even these beasts easy to tame for any decent mechanic.

So armed with these little pearls of knowledge, go forth and disassemble—just remember, ya get what ya pay for when it comes to tools.

*—Boxcar*

### The "Mastermind" Scantool

JIMS is pleased to introduce an all-new diagnostic scantool by BDM for use on Harley-Davidsons. The Mastermind's Harley-specific software allows the user to retrieve trouble codes and display sensor level outputs in an easy to read format for all magnetic ECM- and VDO-controlled factory Big Twins. When used in conjunction with your Harley-Davidson service manual, this tool can quickly and accurately assist in the diagnoses of both common and complex problems as well as aid with performance tuning. Functions include injector cycles, ignition timing, sensor output levels, and much more. All harnesses and adapters are included and come in a rugged carrying case.

***For more information on this and other new products by JIMS, call 805-482-6913, or visit the JIMS Web site at www.jimsusa.com. JIMS is located at 555 Dawson Dr., Camarillo, CA 93012.***

### Seal Puller from Whitehorse Press

If you've ever struggled to find the right tool to get a wheel-bearing seal, fork seal, or just about any other type of seal found on a bike than you need to try using one of these handy seal pullers. This professional seal puller has two size tips to fit nearly all seal applications and is ideal for removing grease and oil seals. The tips are made from hardened and tempered steel with a durable black oxide finish. It has a chrome-plated, tubular steel shaft with a vinyl coated square mechanic's handle for a sure grip.

***Whitehorse Press, P.O. Box 60, North Conway, NH 03860. Phone: 800-531-1133 or 603-356-6556; fax: 603-356-6590; Web site: www.WhitehorsePress.com.***

### Oil Pump Check Valve Reseater

If you've ever been plagued by a puddle of oil growing under your bike when you start it in the morning you probably have a tired check valve seat in your oil pump. Instead of replacing the pump, this compact tool available from Custom Chrome screws into the pump body to and resurfaces the seat to ensure a concentric cut for a better, leak-free seal. This prevents oil from flowing past the check ball and filling the crankcase, which is known as sumping.

***You can get yours by stopping by your local CCI dealer or contact Custom Chrome at 800-729-3332, or go to their Web site at www.customchrome.com.***

### The Whitehorse Press Tool Catalog

Whitehorse Press has published the 2001 edition of their new Tools catalog containing more than 500 items for those truely interested in motorcycle maintenance, performance tuning, customization, restoration, detailing and bike repair.

Their 32-page, full-color catalog is free for the asking and has just about everything the "at-home" and pro mechanic might need. It features unique and often hard-to-find specialty tools, shop supplies and workshop accessories, as well as the technical manuals you have come to depend on, including the most complete listings of Clymer and Haynes repair manuals available. From plastic repair kits to parts washers, polishing cloths and pinstriping info, there's something here for anyone who works on bikes or wants to learn how. The Whitehorse Press Motorcycle Tools Catalog is an indispensable reference of great ideas, information and equipment that will help you get the job done right the first time.

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### CruzTOOLS Teardrop Tool Kit from CCI

Designed to fit the ever-popular teardrop tool box, this tool kit from CruzTOOLS comes in a zip-up Cordura pouch and has lots of roadside necessities. The pouch and its contents are all American made, and the kit includes a 6-in-1 screwdriver, adjustable wrench, locking pliers, four chrome-plated open-end wrenches, an assortment of Torx and socket-head wrenches, electrical tape, Loctite, bailing wire, WD-40 and zip ties.

***To find a nearby CCI dealer, contact Custom Chrome Inc. at 800-729-3332, or go to their Web site at www.customchrome.com.***

**Softail Teardrop Toolboxes from CCI**

These chrome-plated toolboxes are replicas of the toolboxes used from 1940 till 1959. The mounting brackets are held by the fender support bolts and passenger footrest. The left-side kit is ideal for Fat Boy and FLSTN models due to their shotgun exhaust. These boxes fit Harley Softail models from '84 through '99, except '90 and up Heritage Classic models.

***To find a CCI dealer near you contact Custom Chrome Inc. at 800-729-3332, or go to their Web site at www.customchrome.com.***

**Portable Bike Lift by Santee**

This compact lift by Santee can hoist the heaviest of bikes because the collapsible handle extends to a full 24-inches for maximum leverage, yet the entire unit folds to an easy-to-pack size of 6 5/8 inches x 18 1/2 inches. The lift features all-steel, welded construction from 1/8-inch-thick bar and tube stock with a solid 3/4-inch-thick frame support bar. The lift is adjustable to a height of 8.5 inches to fit a variety of frames, both stock and custom.

***To get yours drop by your local Custom Chrome dealer or contact CCI at 800-729-3332, or visit their Web site at www.customchrome.com.***

**JIMS Cam Gear Alignment Tool**

This precision Alignment Tool from JIMS is designed to locate the cam gear on any single cam Big Twin model 1970 through 1999 and duplicate the exact position when installing that gear on another camshaft. This allows you to preserve the cam gear to pinion gear fit when installing a different cam. Not only can you install the gear in the exact same position, this tool allows you to advance or retard the gear's position by up to 10 degrees with an accuracy of 1⁄4 of a degree. You can now turn a difficult and time-consuming job into a simple and accurate "time is money" kind of operation. A shop press will be required for the gear removal and installation. Iinstructions are included. Note: Proper gear to shaft press fit is .0017 inch through .0025 inch.

***Available by contacting MID-USA at 4937 Fyler Ave., St. Louis, MO 63139; or by phone at 800-527-0501; Web site: www.mid-usa.com.***

**MID-USA Hardbody Lift**

Wouldn't you work on your motorcycle more often if you didn't have to crawl around on the floor just to get at the drain plug? The MID-USA Hardbody lift is definitely a tool that no home workshop should be without and is as handy as hip pockets on jeans. The motorcycle can easily be lifted by a foot pump and locked into any of three positions. Once secured, the lift/bike can simply be rolled around and positioned exactly where you want it. A non-skid pad is also installed on each frame contact rail to help prevent damage to the bottom of the motorcycle. Due to the shape of the Twin Cam 88 Dyna models, MID-USA also offers an adapter, #20114, that attaches easily and can be used with the Hardbody standard lift.

***Contact MID-USA at 4937 Fyler Ave., St. Louis, MO 63139, or by phone: 800-527-0501; Web site: www.mid-usa.com.***

**JIMS Mainshaft Inner Race Tool**

Another great timesaving tool from JIMS is this Mainshaft Bearing Inner Race Tool. This is a must-have item to if you need to access or remove the transmission sprocket or pulley on your Big Twin. Used on the bike or the workbench, this tool is designed to remove and install the pressed-on bearing inner race that is found on the mainshafts of all '84 and later transmissions without hassle.

***Available through MID-USA at 4937 Fyler Ave., St. Louis, MO 63139; or by phone at 800-527-0501; Web site: www.mid-usa.com.***

**Accelerator Pro III Software**

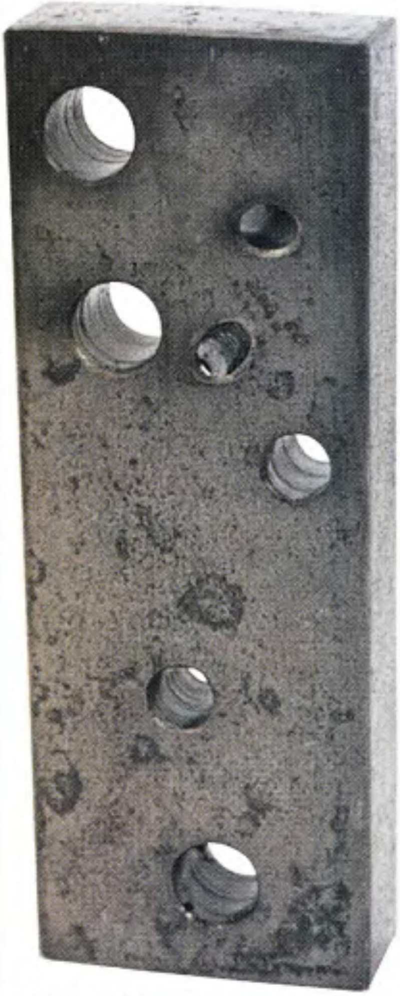
If you liked Accelerator's first series of computer software, you won't be able to live without Accelerator Pro III software. This new approach actually runs your modeled engine. See piston locations with valve movement in reference to cam timing along with airflow and compression every step of the way. Graphically display and compare horsepower, torque, CFM and camshaft timings. There's an advanced feature for calculating compression ratios, and configuring cylinder, push rod and manifold lengths. Pre-installed flow files from stock to full-racing engines are included. All Pro III programs include Screamin' Eagle stage kit files and horsepower curves with part numbers and pricing for easy customer buying. Pro III is Windows 95 capable. Computer requirements should be at a minimum of 486 33DX and running MS-DOS 5.0 or higher and/or Windows 95 and later.

***Available by contacting MID-USA at 4937 Fyler Ave., St. Louis, MO 63139; or by phone at 800-527-0501; Web site: www.mid-usa.com.***

**Cable Care Kit from Whitehorse Press**

The clutch, brake, and throttle controls on your bike will work well for a long time if you maintain them properly. The Cable Luber makes it easy to get lubricant where you want it— through the cable, not all over your clothes. The built-in rubber sleeve seals the end of your control cable so you can force lubricant through the cable housing, cleaning and lubricating it. The Cable Care Kit contains the Cable Luber plus a 6.25-ounce can of Cable Life lubricant from Champions Choice.

***Available through Whitehorse Press, P.O. Box 60, North Conway, NH 03860. Phone: 800-531-1133 or 603-356-6556; fax: 603-356-6590; Web site: www.WhitehorsePress.com.***



**S&S Crankcase Oil Passage Drilling Jig**

This tool from S&S is designed to help the Harley Big Twin engine builder update early crankcases when installing an S&S oil pump assembly. Made of steel and heat-treated for durability, this fixture enables the builder to do four crankcase drilling modifications including drilling the primary chain oil supply passage from the breather valve gear cavity to the back side of the oil pump body on late generator and early alternator crankcases, drilling the pressure relief passage from behind the main oil pressure valve to the gear cavity on alternator crankcases, drilling the crankshaft and main bearings supply passage on generator crankcases and allows you to drill the crankshaft and main bearings supply passage on early alternator crankcases.

***Available directly from S&S or MID-USA. Contact MID-USA at 4937 Fyler Ave., St. Louis, MO 63139, or by phone at 800-527-0501; Web site: www.mid-usa.com.***

**Pela 6000 Oil Extractor**

This gizmo is great for those of you who hate removing the exhaust to change tranny oil and is also handy for primary oil changes. The Pela 6000 eliminates the need to remove drain plugs or tilt your bike when changing oil. Simply insert the probe into the filler opening and pump a few times to create a vacuum. The calibrated walls of the see-through container lets you measure the amount of fluid you extract and holds up to 1.5 gallons.

***Available through your Custom Chrome dealer. Dealer sites are available at 800-729-3332, or check their Web site at www.customchrome.com.***

**Cam Chain Tensioner Tool**

This handy and inexpensive little tool will make working on your Twin Cam easier by unloading the pressure on the primary and secondary chain tensioners in the gear case in order to allow you to assemble and disassemble the cams. It can also be used to check spring loads on chain tensioners. It replaces Harley special tool # HD 42313.

***Available by contacting MID-USA at 4937 Fyler Ave., St. Louis, MO 63139; or by phone at 800-527-0501; Web site: www.mid-usa.com.***

**Motion Pro Pocket Tool Kit**

This compact kit was designed for roadside adjustments or minor repairs and can be worn on your belt or hidden almost anywhere. The kit contains Phillips, Allen, and Torx bits, 7/16-, 1/2-, 9/16-inch sockets, 1/2- and 3/8-inch drive adapters, a bottle opener for your favorite beverage, and a compact, ergonomic tool body. All this fits in a compact, ballistic nylon belt pouch.

***Available through your Custom Chrome dealer. Dealer sites are available at 800-729-3332, or check their Web site at www.customchrome.com.***

**Zippers' Cam Lobe Clearance Cutter**

This high-performance tool is a must for go-fast enthusiasts. Designed to be used with the engine in the frame or on the bench, the tool bolts to the engine case across the cam cover face, and has an adjustable cutter that can be powered by any 1/2-inch drill. The cutter also provides additional clearance for the front intake lobe in the pinion race area. This tool was designed for use on all single-cam Big Twins, both Harley and aftermarket from 1970 through present.

***Available through your local Custom Chrome dealer.***

**Magnetic Parts Tray**

Are you tired of rummaging around the garage trying to find the nut or bolt that just rolled off your lift or tool bench? Don't lose those small parts during disassembly, use this magnetized stainless steel tray to keep them from getting away. A rubber protective cover over a strong holding magnet prevents scratching whatever surface you choose to adhere it to. This parts tray is 6 inches in diameter by 1 1/8 inches high.

***Available through Whitehorse Press, P.O. Box 60, North Conway, NH 03860. Phone: 800-531-1133 or 603-356-6556; fax: 603-356-6590; Web site: www.WhitehorsePress.com.***

**Timken Race Installer**

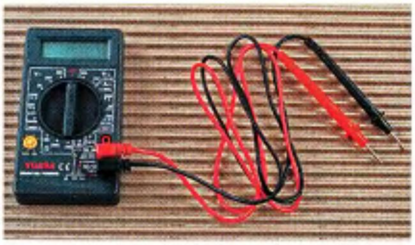
This easy-to-use tool is designed to remove and install Timken-style bearing races without damage. This three-piece tool locks tight into the race and makes a once-difficult job simple. Use with our 60751 universal driver tool to make the job a snap. The kit includes complete instructions to ensure correct use. Fits Big Twin and Sportster models that use Timken-style wheel bearings 1973 through 1999.

***Available by contacting MID-USA at 4937 Fyler Ave., St. Louis, MO 63139, or by phone at 800-527-0501; Web site: www.mid-usa.com.***

**JIMS Exhaust Stud Drill Plate**

When the time comes to replace the exhaust stud that broke off in the head of your Evo, this tool from JIMS will make the task far easier to deal with than you thought possible. Once in place, the tool guides and aligns the supplied drill bit when removing broken exhaust studs. After the stud is removed, it can be used with a tap to clean the threads, and can be used while the motor is still in the frame.

***This beauty is available through your local Custom Chrome dealer.***



**Digital Multi Meter**

Available from the Whitehorse Press Tool Catalog, every tool kit needs a good volt-ohm-current meter and this one has the features you need and can use. Its large, clear liquid crystal display will tell you at a glance if your battery is fully charged (by reading battery voltage), and also provides accurate measurements of electrical current and resistance. You'll find this handy unit indispensable for testing practically any electrical device and troubleshooting a wide variety of electrical problems.

***Available through Whitehorse Press, P.O. Box 60, North Conway, NH 03860. Phone: 800-531-1133 or 603-356-6556; fax: 603-356-6590; Web site: www.WhitehorsePress.com.***

**JIMS Steering Head Bearing Race Installer**

The folks at JIMS have just made installing the steering head bearing cups and races on your Harley a whole lot easier. This tool was designed to install steering head-races, both stock and custom, as well as installing bearing cups into the frame. This tool pulls the races and cups in straight and true without damaging your shiny, new parts. It will fit Big Twin frames from '36 till present.

***Made by JIMS and available through Custom Chrome Inc. at 800-729-3332, or check their Web site at www.customchrome.com.***

### Wizards Metal Polishing System

Even though this isn't a tool in the "fix it" sense, it is a tool that will keep your bike lookin' great. Wizards introduces a complete system to keep chrome, aluminum, stainless steel, copper, brass and most other metals shining bright. Their Metal Buffs fit most standard drills and when used with Metal Renew, a fast and easy liquid polish, will bring back the shine to weathered metals. Then seal in the shine with Power Seal, which leaves a durable, environmental shield that protects metal from tarnish, rust and corrosion thereby eliminating the need for frequent polishing.

***Check their Web site at www.wizardsproducts.com for complete information on all Wizards specialty appearance products.***

### Yuasa Battery Analyzer

Yuasa has introduced their innovative Battery Analyzer that makes questions about battery condition a thing of the past by instantly displaying the battery's condition at the touch of a button. It installs quickly to the battery terminals with ring connectors and has LED readouts that show the battery's condition. "If the battery is not adequately charged, simply unplug the analyzer readout and plug the cable into the charger," explained Product Engineer, Jason Wallis. When in storage, the plug-in cable allows charging without removing the battery. The compact Battery Analyzer can be used with Yuasa's 1.5 amp and 900 mA chargers and is available at dealers now and carries a suggested retail price of $11.

***For more information on Yuasa products or to find certified dealers, e-mail: yuasausa@ptd, or visit Yuasa's Web site at www.yuasabatteries.com.***

### Facom Stud Extractor from S-K

Not to be confused with a restraining order from the local marshal to get rid of your ol' man, S-K recently introduced their new 4-piece Stud Extractor to be used for the extraction and insertion of studs. Constructed of chromed steel for added strength and durability, the Facom extractor houses three sets of rollers that provide a positive grip on studs in both clockwise and counter-clockwise directions—even if the stud is damaged. Facom extractors are deeper than most designs providing superior grip on the stud and are turned by using any 1/2-inch square-drive ratchet and can also accommodate an open-end wrench.

***For info on this and other fine S-K products contact S-K Hand Tool Corp., 9500 W. 55th St., Ste. B, Dept. ER, McCook, IL 60525. Phone: 708-485-4574, fax: 708-485-7265; Web site: www.skhandtool.com.***

### Merch Performance Pushrod Seal Seat Cutter

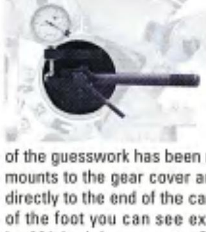
Merch has a cure for when your pushrod covers refuse to seal. This simple tool will put an end to those leaky covers by aligning the seal surfaces. With the head and tappet block still bolted to the motor, simply install the cutter in place of the pushrod and cover. Now you can easily cut the O-ring seats in the head or tappet block to correct any misalignment. Simplicity and accuracy— these are a must for any professional or backyard mechanic and can be found in this handy new tool.

***For more info contact Merch Performance, 10944 Gravois Industrial Ct., St. Louis, MO 63128. Phone: 888-637-2448, fax: 314-843-3739; Web site: www.merchperformance.com.***

### Merch Tappet Block Clearance Cutter

This new tool from Merch makes clearancing tappet blocks for high-lift cams quick and easy. The cutter removes only the material needed to allow the tappet roller the extra clearance needed for high-lift cams. Simply install the pilot with cutter wheel into lifter block, attach the handle and move the unit back and forth, filing out the unwanted material. You'll never have to use small square files that beat up and score the lifter bores again. Complete with easy to read instructions.

***For more info contact Merch Performance, 10944 Gravois Industrial Ct., St. Louis, MO 63128. Phone: 888-637-2448, fax: 314-843-3739; Web site: www.merchperformance.com.***



### Merch Cam and Pinion Gear Lash Tool

Quick and accurate, this tool speaks for itself. No more juggling pins, mics and gears just to get a measurement that may be close. With this tool all of the guesswork has been removed. The indicator base mounts to the gear cover and the indicator foot mounts directly to the end of the cam. With a simple adjustment of the foot you can see exactly what the gear lash is in .001-inch increments. Complete with easy to read instructions.

***For more info contact Merch Performance, 10944 Gravois Industrial Ct., St. Louis, MO 63128. Phone: 888-637-2448, fax: 314-843-3739; Web site: www.merchperformance.com.***

### Goodson Valve Guide Installer

This specially designed tool from Goodson aligns and pulls from the valve seat, which helps minimize the chance of cracking the guide. The valve guide installer eliminates cylinder head damage caused by valve guide misalignment and also reduces valve guide mushrooming and distortion. The Goodson installer features top-quality construction for years of dependable use. The tool also features a Torrington bearing to help make the tool easier to use and works on all Harley-Davidson cylinder heads.

***For info on this and other Goodson products contact Goodson Shop Supplies, 156 Galeski Dr., P.O. Box 847, Winona, MN 55987. Phone: 800-533-8010, fax: 888-466-3909; Web site: www.goodson.com; e-mail: orderdesk@goodson.com.***

### Perma Plug Thread Repair Kits

You now have another choice for repairing the damaged spark plug threads that can be used for all 14-mm, gasket-type sparkplug holes. Each kit contains a reamer tap, which eliminates the need for drilling, an expanding tool and three inserts — short (3/8-inch), normal (1/2-inch), and long reach (3/4-inch) to solve all of your plug hole needs. The Perma Plug solid insert is serrated at the top so that when it is expanded it embeds itself into the port's apparent material acting as a locking device for fast, easy and permanent repair of stripped threads.

***For more info contact Thread Kits Co., 24310 Garnier St., Torrance, CA 90505. Phone: 800-372-4477 or 310-891-1995, fax: 310-539-3622.***

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# ReadersRides

**René Segraves**
**Leesburg, Florida**
**1965 FLH**

If you were in Kentucky during the winter 30 years ago, and you saw a pretty young girl sliding on the ice and snow on a Honda CL 360—in her waitress uniform— chances are, you saw René on her way to or from work, which was a 30-mile ride one way.

Fast forward to this millennium and the scene is markedly different. René now presents herself as a pretty young…uh, grandma, astride Plum Sexy, the frilly purple-lilac marbled pan/shovel her husband "Stump" built for her and presented to her as a Christmas present back in '90. Of course, back then it was called Stroke of Passion and was even featured in one of our Foxy Riders columns (because we knew a fox when we saw one).

Seems Stump (or Chris, as Uncle Sam calls him) owns C.C.R. Motor Works in Tavares, Florida, and has worked at MMI as an Early Model instructor, which doesn't necessarily reflect his age but simply the fact that he knows his stuff when it comes to older bikes. With the exception of having a shovel top end, the motor is basically stock. In fact, most of the bike is kept stock, with the only non-Harley parts coming from Custom Chrome such as the mirrors, grips, and rear pegs and Mustang for the seat. The front end got replaced with a narrow glide, 2 inches under, and the decidedly feminine paint job got laid on by Mike Enko. Oh yeah, and the handlebars are from an FXLR.

René, who is employed as a field operations manager for the Lake County Animal Control, says, "I've been riding on my own since 1971. My job takes up a lot of time, but I ride as much as possible. My husband and I usually take a week to 10 days off in May and ride up to Myrtle Beach for the rally."

Seems to me her job training could come in mighty handy there, or pretty much anywhere this sexy plum causes horndogs to pant.

*—Tripper*

Photos: Reed Photograpahy

# ReadersRides

### David Rowe
### Ft. Myers, Florida
### 2000 Softail

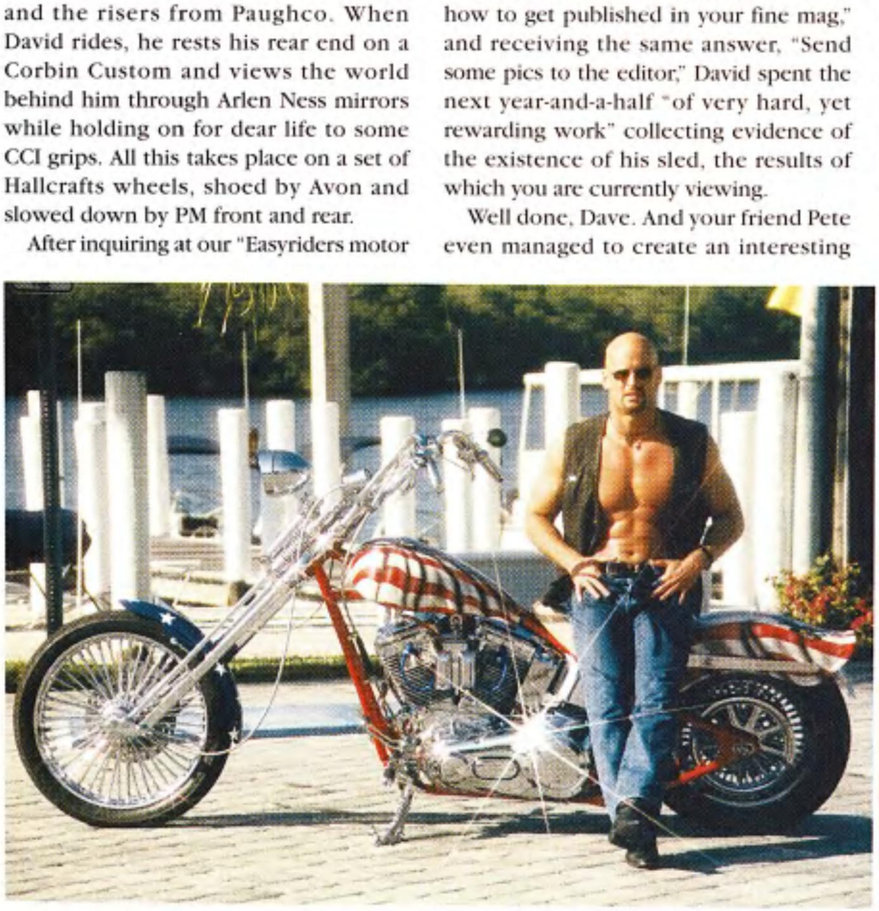
Somebody oughta iron out Dave's bike, dontcha think? I mean, this thing's pretty wrinkled, if you ask me. Looking more like an unmade, patriotic bed, David's Millennium Chopper was built by American Cycles and features a 113-inch mill with an S&S carb, lower end and innards, including cam and pistons with an 11:1 compression ratio. All housed in a Daytec frame featuring a 38-degree neck and 3-inch stretch, however, this ruffled sofa is anything but a sleeper. The Harley 5-speed tranny helps to whip up enough of a storm to smooth out any wrinkles the rider may have, and the Sampson pipes provide sufficient noise to keep him awake even at a crawl.

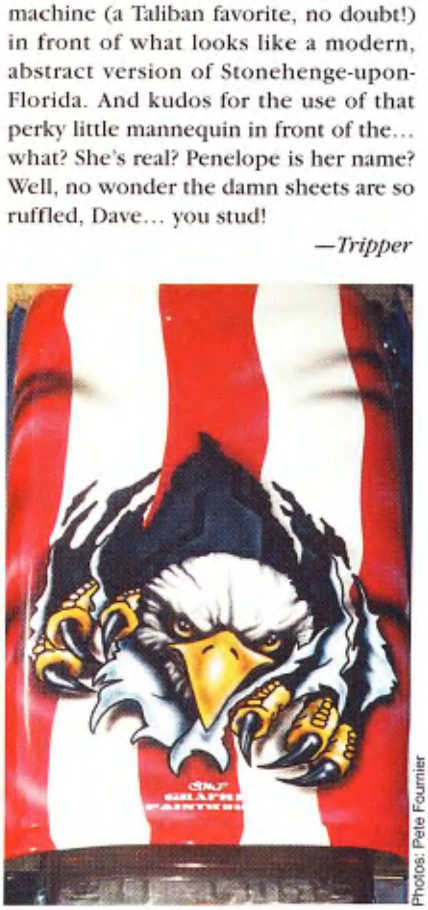
The headlight is from Headwinds, the taillight's from CCI, and the gas and oil tanks are from Daytec. Performance Machine contributed the speedo, while the handlebars are courtesy of Flanders and the risers from Paughco. When David rides, he rests his rear end on a Corbin Custom and views the world behind him through Arlen Ness mirrors while holding on for dear life to some CCI grips. All this takes place on a set of Hallcrafts wheels, shoed by Avon and slowed down by PM front and rear.

After inquiring at our "Easyriders motor home in both Daytona and Sturgis about how to get published in your fine mag," and receiving the same answer, "Send some pics to the editor," David spent the next year-and-a-half "of very hard, yet rewarding work" collecting evidence of the existence of his sled, the results of which you are currently viewing.

Well done, Dave. And your friend Pete even managed to create an interesting atmosphere by placing your patriotic machine (a Taliban favorite, no doubt!) in front of what looks like a modern, abstract version of Stonehenge-upon-Florida. And kudos for the use of that perky little mannequin in front of the… what? She's real? Penelope is her name? Well, no wonder the damn sheets are so ruffled, Dave… you stud!

*—Tripper*





Photos: Pete Fournier

## Michael Lucas
## Newport, Virginia
### 1973 Sportster

Talk about gettin' some head: Mickey here's got a double portion of it every time he straddles this, uh, heady Sportster. Or had, anyway, since he doesn't own the bony bike anymore. "I've always had a thing for skulls," says Mickey, as if he had to explain. While he admits that the skulls are something you find in a hobby store, the bones, he says, "are actual bones from a deer." Musta been leftovers from the last barbecue.

Anyway, Mickey bought the bike in its current form—sans skulls and bones—from a local car dealer who in turn had bought it from a friend of Mickey's named Tim Fisher. "Tim raked the frame to 45 degrees and lowered it to where it sat an inch-and-a-half above the ground," says Mickey, who has painted some bikes prior to handling this ghoulish beauty. He formed the skull into the tanks and then fiberglassed them, and the deer bones got pretty much the same treatment. I didn't even ask him what he was gonna be for Halloween.

But he doesn't have the bike anymore, anyway. "Had to sell it," he says. "Sometimes you just have to give up something you really like. I've only had it a couple of months, and of those, it took me 18 days to strip it down to the frame and rebuild it."

At least the new owner's having a frightfully freakish good time with it. He even had it down at Myrtle Beach for the rally, where "the pagans and chicks were all over it," Mickey laughs.

Meanwhile, Mickey's busy painting and modifying a 2001 Royal Enfield, and he's started Mickey's Custom Painting, because if nothing else, the Sporty showed the world what a guy can do when he's using his heads. "Eventually, I'm gonna get another Harley," he says, "because they're much more comfortable."

I can't wait to see how many skulls this one's gonna have. Maybe a skull headlight?

*—Tripper*

Photos: owner

### Robb Bastian
### Richfield, Minnesota
### 1998 CMC

Since Robb was out on a roofing job when I called his house for some info on this flame-hot CMC Custom, I got to chat with his ol' lady, Grace, who's also a roofer. Whodathunk? "The steeper they are, the better I like 'em," she says. But Grace not only knows roofs, she also knows about bikes. "We've had it since 1998," she says, "when Robb and I went down to the CMC dealer in Burnsville and ordered it custom-made."

Robb apparently had picked the design and parts by computer, with a sort of an "I'll have some of this, and some of that" attitude. His wishes were then forwarded to CMC in Gilroy, California, and when the assembled bike finally arrived, it was all they'd hoped for. Well, asked for, anyway.

"There were a couple of mistakes we'd made," says Grace with the sultry voice of a Texan rose that's lost her way in the frozen north. "They powdercoated the cylinders, but we should have had them powdercoat the heads, too. And some of the parts on the bike are brush chromed. One little raindrop, and you can't get it out anymore."

But there are the little things that more than make up for that. "We've got some neon lights from Dr. Neon under the tank, and the bike's paid for," she laughs. Also, the original handlebars got replaced with some thicker ones, after someone "at a shop had popped a wheelie and broken the old ones, and the rear axle broke, too, and needs to be replaced."

Other than that, the bike runs perfect, and Robb and Grace ride it every chance they get, which, unfortunately, isn't very often, because they spend most of their time on the roofs above Richfield. As far as her own bike goes, Grace says, "I like to ride bitch, 'cause that's what I am, the bitch."

Ain't there an old movie about that?... *Bitch on a Hot Tin Roof*, I think it's called.

*—Tripper*

Photos: owner

*"Of course me and my wife are separated....*
*she's at home with the kids and I'm here at this bar."*

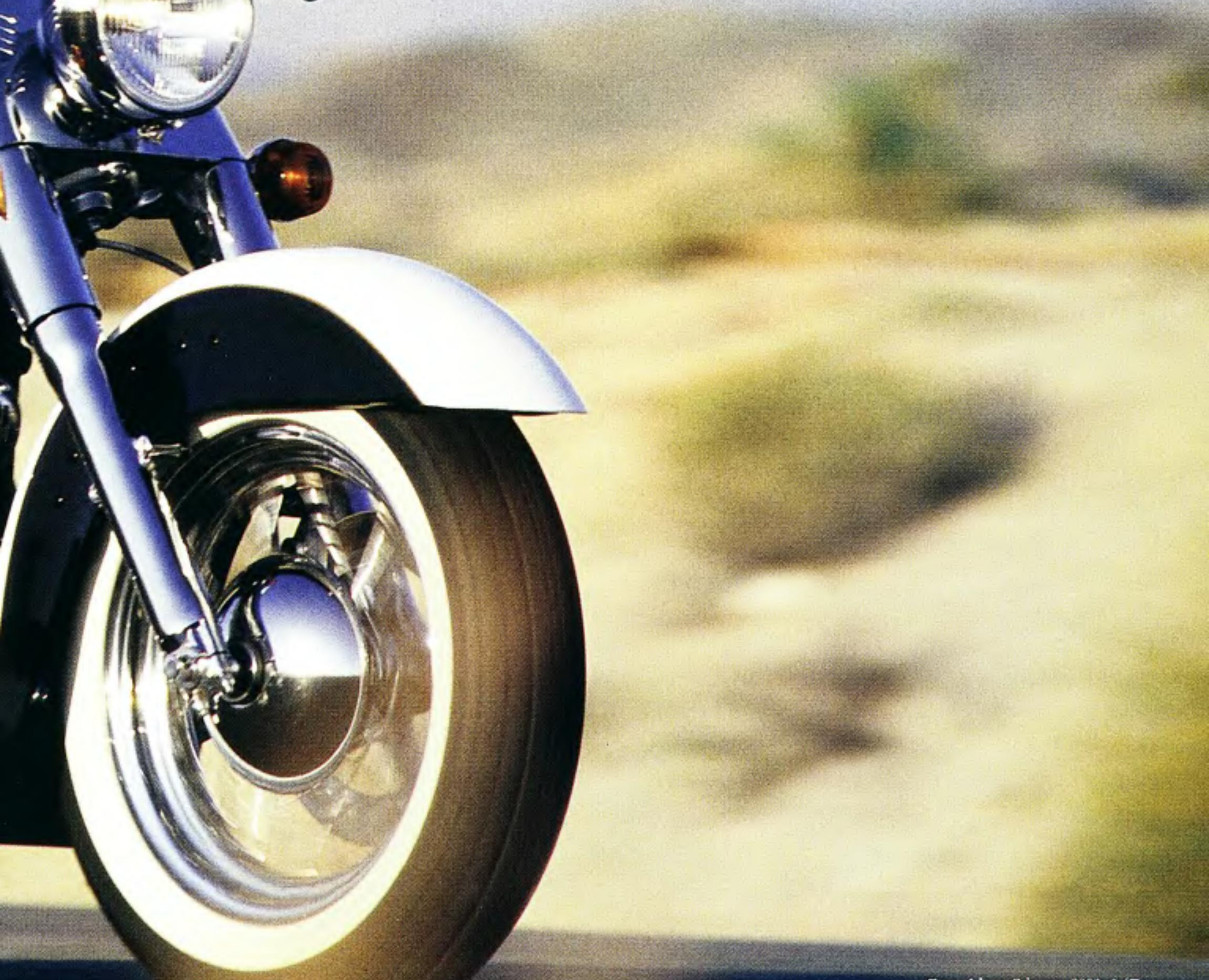
It all started well...over 30 years ago. Wait a minute...no, it's more like 50 now, ain't it. Jeez, clutch must be slippin' a bit. Sorry, I just got to thinkin' 'bout how long it's been since the panhead first hit the streets and how it pretty much started a revolution in motorcycling—long before Harley's newest "Revolution."

Well, lots of us fell head-over-heals in love with the tough-as-nails pan as we chopped, stroked and rode the livin' hell outta those venerable old hunks of Milwaukee history. Sure, maybe they didn't have an electric start (until the last year, 1965) and ya had to bring tools and spare parts to make sure ya didn't get stranded between towns, but that was all part of the fun-wasn't it? It sure as hell separated the men from the boys, anyway.

Today things are different and thanks to Canon City, Colorado-based Panzer, you can have a piece of classic iron between your legs, only you won't have to worry 'bout playin' kick and curse while the rest of your buddies simply thumb their starter buttons. Nope, not only won't you have to kick but you'll also have just about every modern amenity you can dream of. Mallory electronic ignition, disc brakes, 5-speed gearboxes, electric start (there isn't a kicker anywhere to be seen) and primaries that aren't designed to leak are just a few of the modern touches that make the "new and improved" panhead-powered Premier from Panzer a real gas to ride.

# Panzer's New Premier

## PUTTIN' OUTTA THE PAST



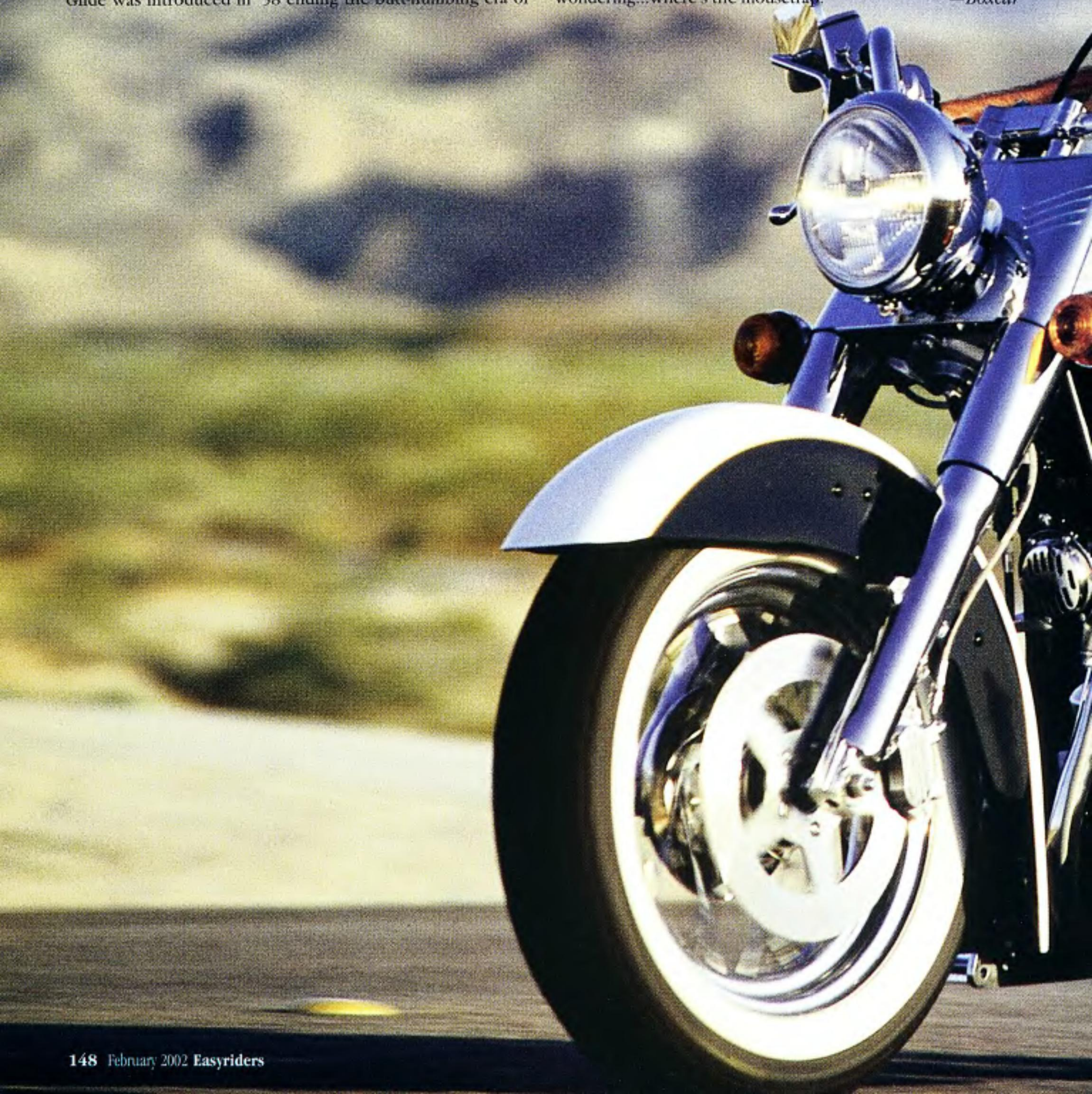
Once the button is thumbed, the Premier settles into that familiar idle we've all grown to know and love, only the motor is far more mechanically quiet than the solid lifter-equipped bikes of the past. The Mallory ignition makes screwing with points and timing a thing of the past and the S&S Super E is a whole lot more functional than any Linkert M74 we've ever had to mess with. And of course how could we forget the improved ports on the modern panheads. Both intake and exhaust benefit from the shovel-style and you can even run Evo-style flanges on the exhaust, forever eliminating the worn-out spigots that plagued many a pan owner.

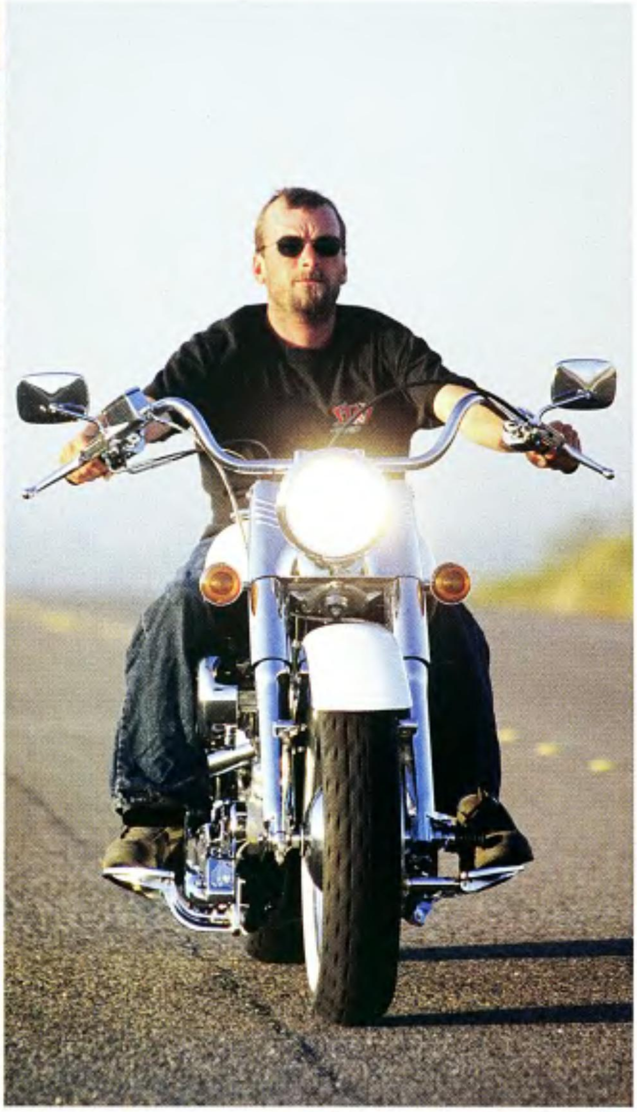
This softail-styled version of what some folks consider to be the most beautiful Harley ever built looks just like the rigid pans that were built from '49 through '57, (yeah, we know the pan was born in '48, but it had a springer), and of course the Duo-Glide was introduced in '58 ending the butt-numbing era of Harley's rigid-framed bikes. Ahh, nostalgia....

To add even more thrill to this modern classic, an 88-inch Panzer mill propels you down the street at a pace that'll make even the most staunch nostalgia freak grin. Even the inspection covers on the primary hint at the past, being styled after the original derby lids, complete with the dimple.

Big ol' whitewall tires are wrapped around a pair of chrome 16-inch rims that are slowed by GMA's latest 4-pot calipers and rotors. When combined with tin-shrouded, wide-glide forks, it's hard to believe that this is a new bike—'til you throw a leg over it.

Once on the road, the wind whooshing past your ears, you begin to realize it's okay to push the bike harder in corners than any hardtail. The suspension handles the road nicely and it's then that you begin to realize that what was once old is new again—and we sure as hell like that. But, we were just wondering...where's the mousetrap? *—Boxcar*





**Owner:** ..Panzer Motorcycle Works
**City:**..............Canon City, Colorado

**General**

Fabrication:..........................Panzer
Year and make: ..........2001 Panzer
Model: ................................Premier
Assembly: ...........................Panzer

**Engine**

Year:.......................................2001
Model: .............................Neo-Pan
Builder: ........Accurate Engineering
Displacement:........88 cubic inches
Lower end: ..............................S&S
Balancing: ................................S&S
Crab: ..........................S&S Super E
Air cleaner: ..............................S&S
Pipes:...............................Paughco

**Transmission**

Year: .......................................2001
Type:.................................RevTech
Primary: ..............................Rivera
Painting: .............Eaglewing Works
Painter:..........Bob Colvin and Greg McIntyre

**Frame**

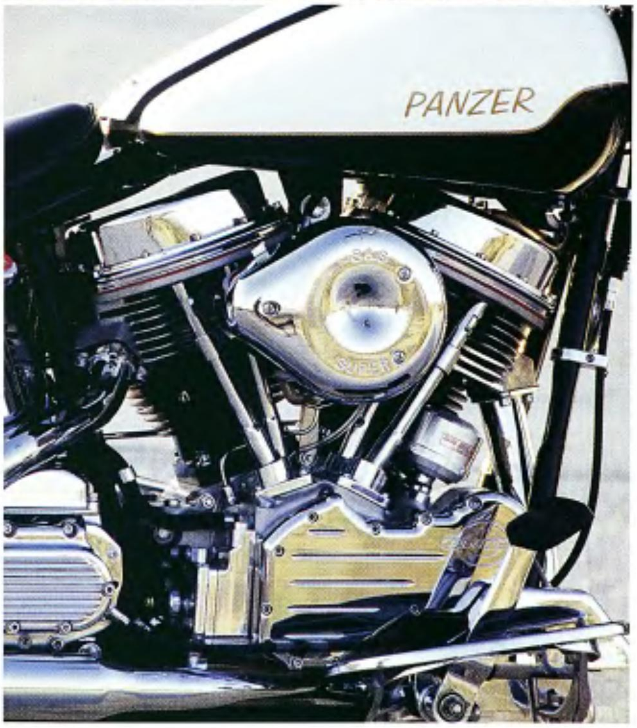
Year:........................................2001
Builder: ............................Paughco
Type: ..........................straight leg
Stretch: .................................stock
Rake: ...........................35 degrees

**Accessories**

Bars: ....................Custom Chrome
Fenders: .............Custom Chrome/ Chrome Specialties
Speedo: ................................VDO
Electrics: ...........wiring harness by Wire Plus
Gas tank: ..............Drag Specialties 5-gal. flatside
Oil tank: ....Custom Chrome sidefill
Forks: ..................Custom Chrome
Trees: ...........................Accutronix

**Wheels**

**Front:** ............................MID-USA
Type:...........................Drop Center
Size: ................................16 x 3.0
Tire:...................Dunlop 136/90-16
Brake: ...................................GMA
**Rear:**...............................MID-USA
Type:...........................Drop Center
Size: .................................16 x 3.0
Tire: ........Dunlop Elite II 130/90-16
Brake: ...................................GMA
**Photos:** ...................Jan Hagglund



DAMN... I HOPE I DIDN'T FORGET ANYTHING!
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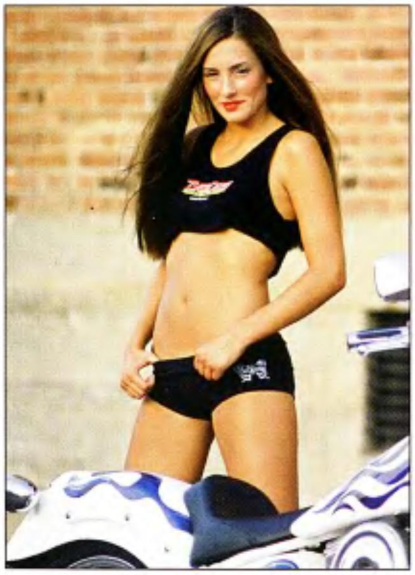
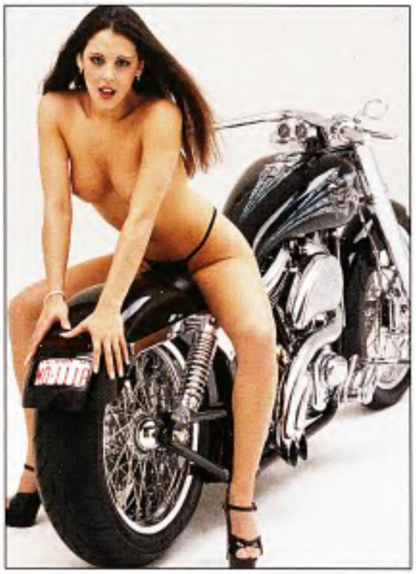
# ComingAtYa

The March 2002 issue of *Easyriders* (No. 345) brings you all the bounty of bikes and babes found at Daytona's Biketoberfest and we'll also offer up a dazzling Daytona Survival Guide. We'll introduce you to all the contestants and the winner of the Miss Nude America Contest, and we have the latest radical rides from Cory Ness, Billy Lane, Paul Yaffe, Chica, and first-time builder Shane Gatto. Our Test Bike this month is a cool chopper from Minneapolis Custom Cycles. In the tech department we'll transform a stock Road Glide into a Killer Kustom creation, check in with our Pimp Daddy project, and bring you a guide to Saddlebags and Soft Luggage.

Plus:our 32-page "New Model Guide" outsert will unveil all new American-made V-twins for 2002. *On sale February 5th*



The February issue of *Biker* (No. 199) brings you the Bean Blossom Boogie. It's a non-stop party in your pants! Plus we'll visit the Wicked Ride of the West, the Easyriders Fowlerville Rodeo! *On sale now!*



The farout February 2002 issue of *V-Twin* (No. 10) magazine offers up 12 custom bikes and a pleasing potpourri of hot honeys to adorn them. It's our Lingerie Special, wherein we feature sexy young ladies with very little on. 'Nuff said. We'll take you to the North West's biggest ride, the Oyster Run, bring you a patriotic True Road Tale, and give you an illuminating Guide to turnsignals and various lights for your ride. You'll also meet Canada's master bike painter, the amazing Fitto, and also meet Bob Galletti from Belt Drives Limited. The February issue of *V-Twin* offers everything you need for two-wheeled travel; gorgeous gals, inspiring rides, the newest parts and products, and great ideas for customizing your scoot. *On sale January 15th*

March's issue of *In The Wind* (No. 108) gets all over the 2001 Sturgis Rally & Races with full-boat coverage. A full-color, 32-page outsert covers the Easyriders Rodeo season. *On sale now!*

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